MOTO GUZZI

BREVA V750 IE

part# 977483

USE+MAINTENANCE BOOK

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Mandello del Lario (LECCO)

First edition: February 2006

Reprint: May 2006

Produced and printed by:
VALLEY FORGE DECA
Ravenna , Modena, Torino
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SAFETY WARNINGS

The following precautionary warnings are used throughout this manual in order to convey the following messages:

⚠ Safety warning. When you find this symbol on the vehicle or in the manual, be careful to the potential risk of personal injury. Failure to observe the indications preceded by this symbol may put your safety, that of other people and the vehicle at risk!

⚠ WARNING

Indicates a potential hazard which may result in serious injury or even death.

⚠ CAUTION

Indicates a potential hazard which may result in minor personal injury or damage to the vehicle.

NOTE The word “NOTE” in this manual precedes important information or instructions.

TECHNICAL INFORMATION

★ The operations preceded by this symbol must be repeated on the opposite side of the vehicle.

If not expressly indicated otherwise, for the reassembly of the units repeat the disassembly operations in reverse order.

The terms “right” and “left” are referred to the rider seated on the vehicle in the normal riding position.

WARNINGS - PRECAUTIONS - GENERAL ADVICE

Before starting the engine, carefully read this manual and in particular the section “SAFE DRIVE”.

Your and other people’s safety depends not only on your quickness of reflexes and on your agility, but also on what you know about the vehicle, on its efficiency and on your knowledge of the basic information for “SAFE DRIVE”. Therefore, get a thorough knowledge of the vehicle, in such a way as to be able to ride in the traffic safely.

NOTE This manual must be considered as an integral part of the vehicle and must always accompany it, even in case of resale.

Moto Guzzi has carried out this manual with the maximum attention, in order to supply the user with correct and updated information.

However, since **Moto Guzzi** constantly improves the design of its products, there may be slight discrepancies between the characteristics of your vehicle and those described in this manual. For any clarification concerning the information contained in this manual, do not hesitate to contact a **Moto Guzzi** Authorised Dealer.

For inspections and repair operations not expressly described in this publication, for the purchase of **Moto Guzzi** genuine spare parts, accessories and other products, as well as for specific advice, contact exclusively **Moto Guzzi** Authorised Dealers and Service Centres, which guarantee prompt and accurate assistance.

Thank you for choosing **Moto Guzzi**. We wish you a nice ride.

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NOTE In some countries the antipollution and noise regulations in force require periodical inspections.

The user of the vehicle in these countries must:

– contact a **Moto Guzzi** Authorised Dealer to have the non-homologated components replaced with others homologated for use in the country in question;
– carry out the required periodical inspections.

In this manual the various versions are indicated by the following symbols:

(*) **supplied as standard, if provided**

VERSION:

- (I) **Italy**
- (UK) **United Kingdom**
- (A) **Austria**
- (P) **Portugal**
- (SF) **Finland**
- (B) **Belgium**
- (D) **Germany**
- (F) **France**
- (E) **Spain**
- (GR) **Greece**
- (NL) **Holland**
- (CH) **Switzerland**
- (DK) **Denmark**
- (J) **Japan**
- (SGP) **Singapore**
- (SLO) **Slovenia**
- (IL) **Israel**
- (ROK) **South Korea**
- (MAL) **Malaysia**
- (RCH) **Chile**
- (HR) **Croatia**
- (AUS) **Australia**
- (USA) **United States of America**
- (BR) **Brazil**
- (RSA) **South Africa**
- (NZ) **New Zealand**
- (CDN) **Canada**

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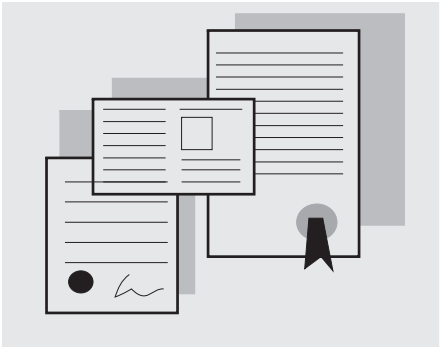
MOTO GUZZI

SAFE DRIVE



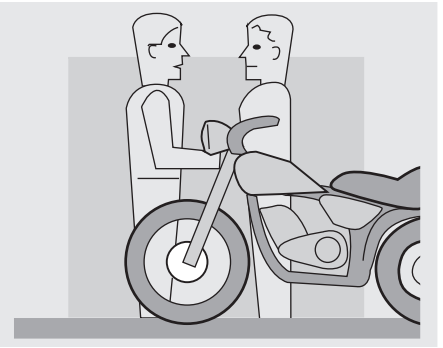
BASIC SAFETY RULES

To ride the vehicle it is necessary to be in possession of all the requirements prescribed by law (driving licence, minimum age, psychophysical ability, insurance, state taxes, vehicle registration, number plate, etc.).

Gradually get to know the vehicle by driving it first in areas with low traffic and/or private areas.

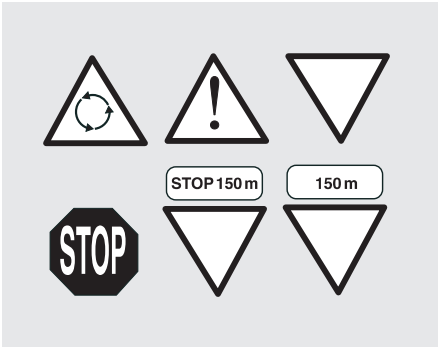
The use of medicines, alcohol and drugs or psychotropic substances notably increases the risk of accidents.

Your riding is also affected by your physical and mental condition - do not ride if you are feeling ill, upset, tired or sleepy.



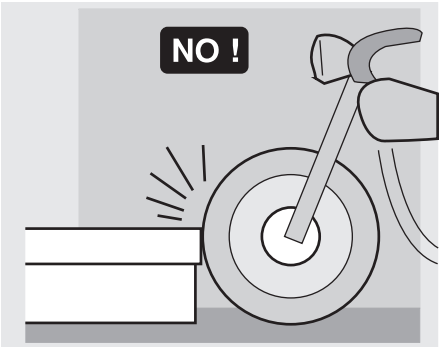
Most road accidents are caused by inexperienced riders.

NEVER lend the vehicle to beginners and, in any case, make sure that the rider has all the requirements for driving.



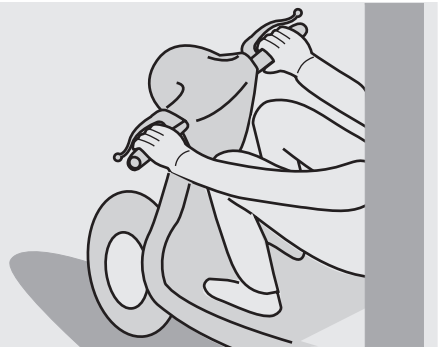
Strictly observe all posted signs and national and local road regulations.

Avoid any sudden or risky manoeuvres that may endanger your and other people's safety (for example: wheelies, speeding, etc.), and adjust your riding style to road surface conditions, visibility, etc.



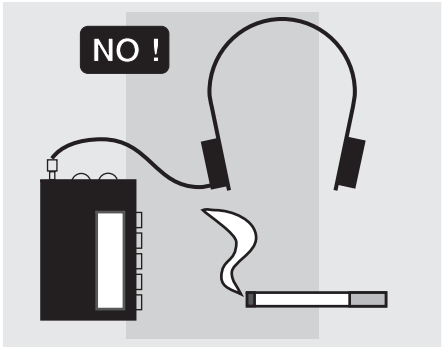
Avoid obstacles that could damage the vehicle or make you lose control of the vehicle.

Avoid riding in the slipstream created by preceding vehicles in order to increase your speed.



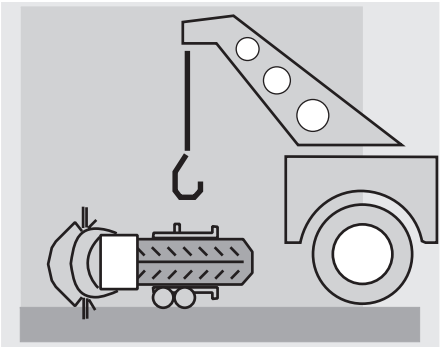
⚠ WARNING

Always hold the handlebars with both hands and keep both feet on the footrests (or on the rider's footboards), in the correct riding position.
Avoid standing up or stretching your limbs while driving.



Do not allow yourself to become distracted by other persons or by smoking, eating, drinking, reading etc. when riding.

Use only the specified fuels and lubricants indicated in the "LUBRICANT CHART" and check oil and fuel levels at regular intervals.

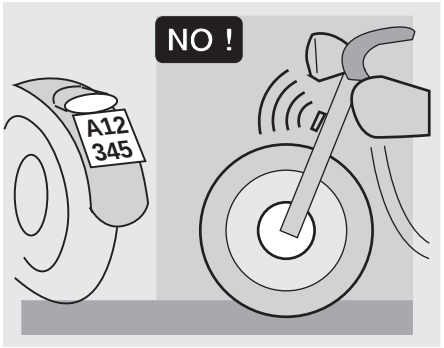


If the vehicle has been involved in an accident, check the control levers, pipes and hoses, wires, the braking system and key components for damage.

If in doubt, have the vehicle inspected at a **Moto Guzzi** Authorised Dealer and ask them to carefully check the frame, handlebars, suspensions, safety parts and all devices whose inspection is best left to a skilled mechanic.

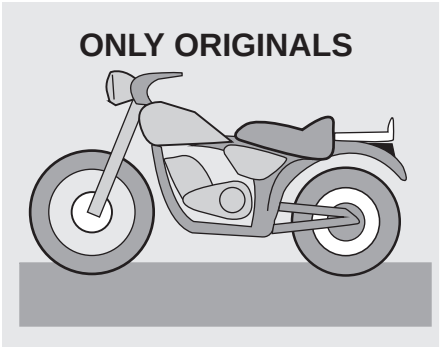
Always remember to report any malfunction to the technicians to help them in their work.

Never use the vehicle when the amount of damage it has suffered endangers your safety.



Never change the position, inclination or colour of: number plate, turn indicators, lights and horns.

Any modification of the vehicle will result in the invalidity of the guarantee.



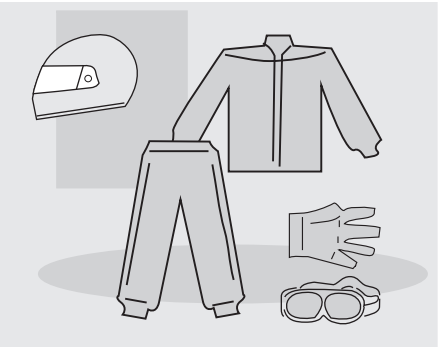
Making any modifications to the vehicle and/or removing the original components can adversely affect vehicle performance and safety or make it illegal to ride.

We recommend respecting all regulations and national and local provisions regarding the equipment of the vehicle.

In particular, avoid all modifications that increase the vehicle's performance levels or alter its original characteristics.

Never race with other vehicles.

Do not ride off road.

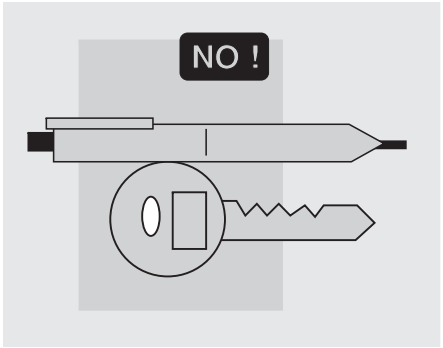


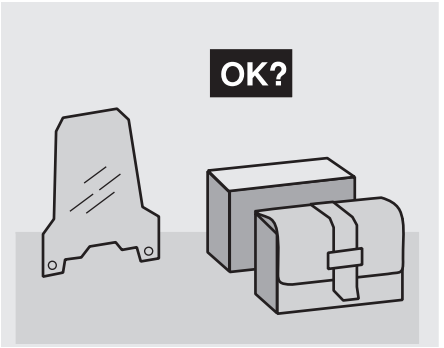
CLOTHING

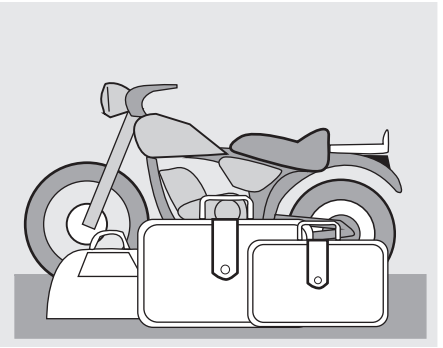
Before starting, always wear a correctly fastened crash helmet. Make sure that it is homologated, in good condition, of the right size and that the visor is clean.

Wear protective clothing, preferably in light and/or reflecting colours. In this way you will make yourself more visible to the other riders, thus notably reducing the risk of being knocked down, and you will be more protected in case of fall.

This clothing should be very tight-fitting and fastened at the wrists and ankles; strings, belts and ties should not be hanging loose; prevent these and other objects from interfering with driving by getting entangled with moving parts or driving mechanisms.







Do not ride with sharp or pointed objects in your pockets as they might cause injury in the event of a fall

(this includes keys, pens, glass vials, etc. - note that the same applies to your passenger).

ACCESSORIES

The owner of the vehicle is responsible for the choice, installation and use of any accessory.

Avoid installing accessories that cover horns or lights or that could impair their functions, limit the suspension stroke and the steering angle, hamper the operation of the controls and reduce the ground clearance and the angle of inclination in turns.

Avoid using accessories that hamper access to the controls, since this can prolong reaction times during an emergency.

Big fairings and windshields installed on the vehicle may produce aerodynamic forces that affect the stability of the vehicle, especially when riding at high speed.

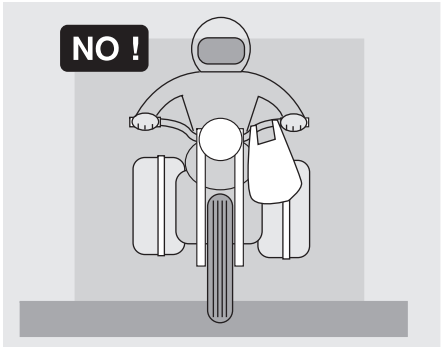
Make sure any accessories installed are fastened securely to the vehicle and will not affect safety during riding.

Do not install electrical devices and do not modify those already existing to avoid electrical overloads, because the vehicle could suddenly stop or there could be a dangerous current shortage in the horn and in the lights.

Moto Guzzi recommends the use of genuine accessories (**Moto Guzzi** genuine accessories).

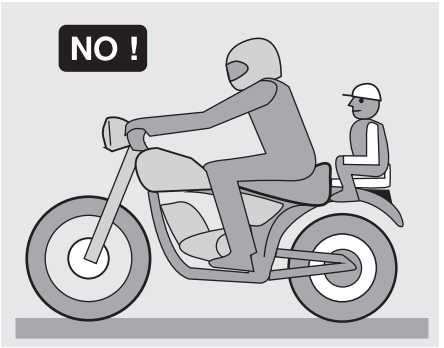
LOAD

Be careful not to overload the vehicle with exceeding luggage. Place your luggage as close as possible to the centre of gravity of the vehicle and make sure its weight is evenly distributed across both sides of the vehicle to keep it stable. Furthermore, make sure that the load is firmly secured to the vehicle, especially during long trips.



Avoid fixing bulky, heavy and/or dangerous objects to the handlebars, mudguards and forks - this could slow down the vehicle's response in turns and would inevitably affect handling.

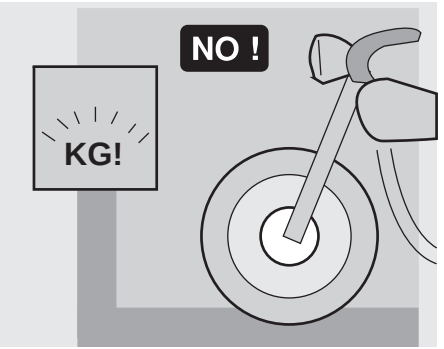
Do not secure bulky bags to the vehicle sides, as they could hit people or obstacles when riding, resulting in loss of control.



Do not carry any luggage unless firmly secured to the vehicle.

Do not carry any bags which protrude too much over luggage rack or cover the lights, horn or indicators.

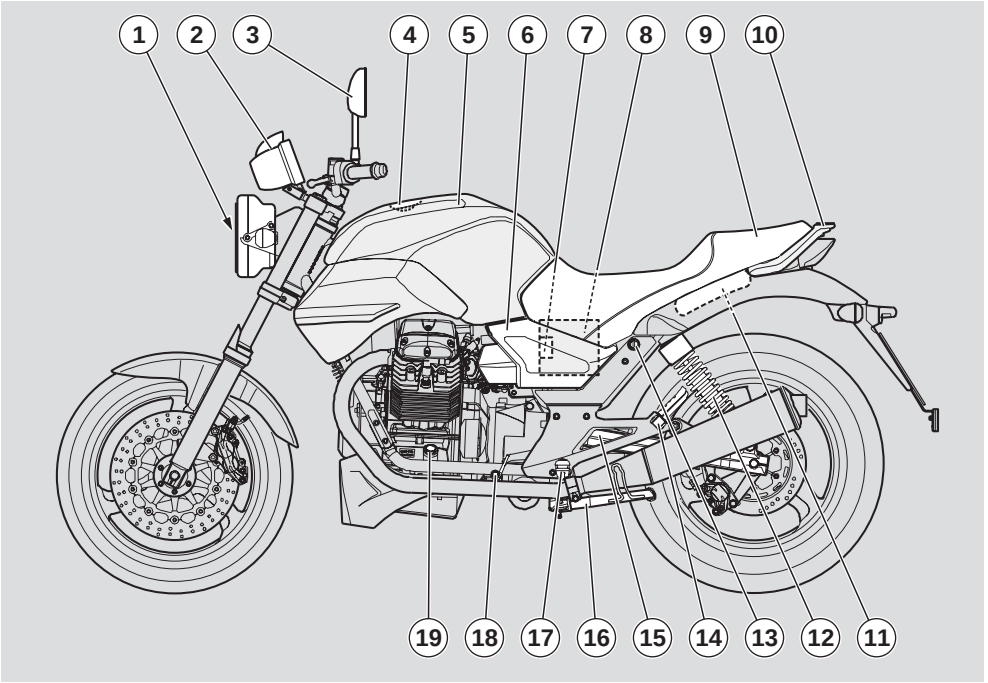
Do not carry pets or children sitting on the glove compartment or on the luggage rack.



Do not exceed the maximum load capacity of each luggage rack.

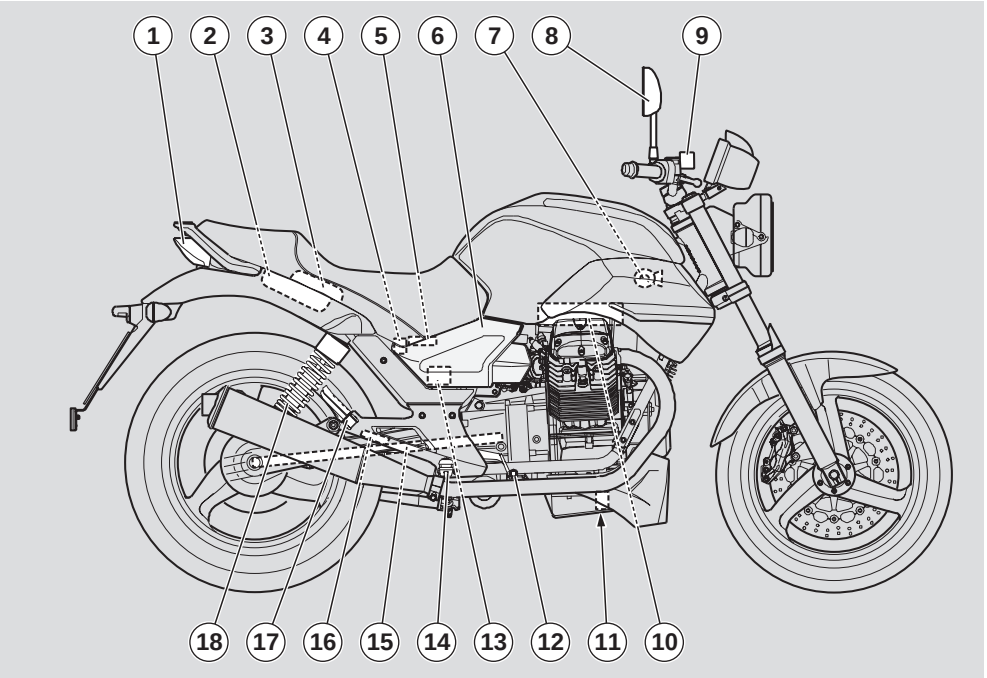
The overloaded vehicle will become unstable and handle poorly.

POSITION OF KEY COMPONENTS - KEY



KEY

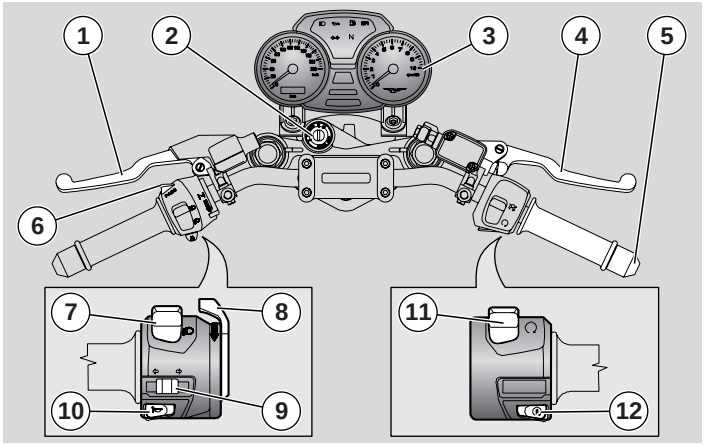
1) Headlight
2) Instrument panel
3) Left rear-view mirror
4) Fuel tank filler cap
5) Fuel tank
6) Left side body panel
7) Main fuse carrier (30A)
8) Battery
9) Passenger/rider seat
10) Passenger grab rail
11) Tool kit compartment
12) Left rear shock absorber
13) Seat lock
14) Left passenger footpeg
15) Swinging arm
16) Side stand
17) Rider left footrest
18) Gear shift lever
19) Engine oil dipstick



KEY

1) Tail light
2) Glove compartment
3) Compartment for disc lock (disc lock OPT)
4) Rear brake fluid reservoir
5) Auxiliary fuse carrier
6) Right side body panel
7) Horn
8) Right rear-view mirror
9) Front brake fluid reservoir
10) Air filter
11) Engine oil filter
12) Rear brake control lever
13) Electronic control unit
14) Right rider footrest
15) Cardan shaft
16) Rear brake master cylinder
17) Right passenger footpeg
18) Right rear shock absorber

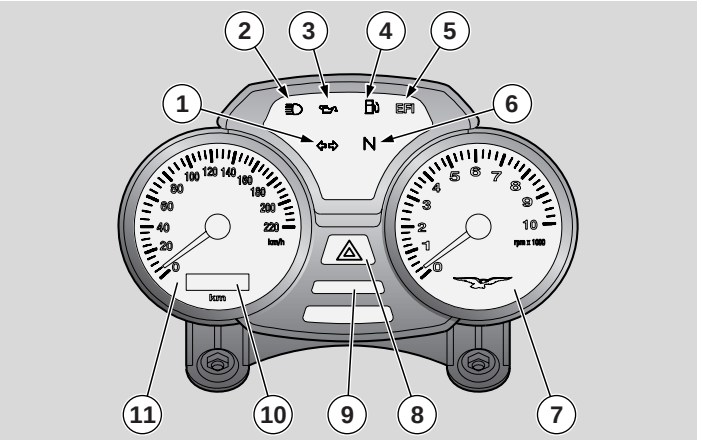
LOCATION OF INSTRUMENTS/CONTROLS



LOCATION OF INSTRUMENTS/CONTROLS - KEY

1) Clutch lever
2) Ignition switch/steering lock (- -)
3) Instruments and indicators
4) Front brake lever
5) Throttle grip
6) High beam flasher - passing button ( )
7) Dimmer switch (-)
8) Choke lever ( )
9) Turn indicator switch ( )
10) Horn button ( )
11) Engine stop switch (-)
12) Starter button ( )

INSTRUMENTS AND INDICATORS

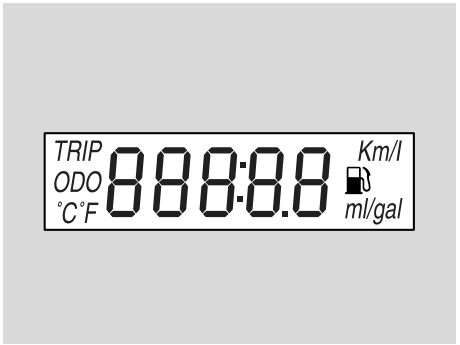


LOCATION OF INSTRUMENTS/CONTROLS - KEY

1) Green turn indicator warning light ( )
2) Blue high beam warning light ( )
3) Red engine oil pressure warning light ( )
4) Amber low fuel warning light ( )
5) Red " *EFI* " warning light
6) Green neutral light ( )
7) Revolution counter
8) Red emergency indicator button ( )
9) TRIP button (multifunction display)
10) Multifunction digital display
11) Speedometer

INSTRUMENTS AND INDICATORS TABLE

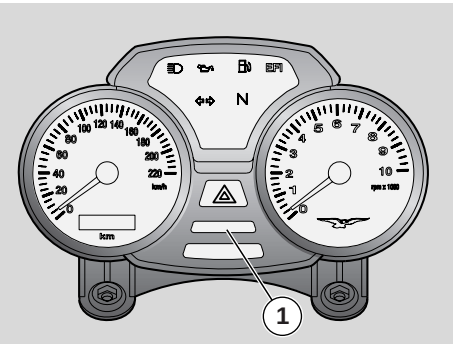
Description		Function	
Direction indicator warning light (⇦⇨)		Blinks when the direction indicators are on.	
High beam warning light ( )		Comes on when the headlight high beam is on or when you flash the high beam.	
Engine oil pressure warning light ( )		Comes on when the ignition switch is set to " " with the engine stopped as a lamp test. If the light does not come on in this phase, contact a **Moto Guzzi** Authorised Dealer. **⚠ CAUTION** **If the engine oil pressure light "( )" stays on after the engine is started or comes on during normal engine operation, it means that engine oil pressure in the circuit is low. In this case, stop the engine immediately and contact a Moto Guzzi Authorised Dealer.**	
Fuel reserve light ( )		It comes on when the quantity of fuel left in the tank is approx. 5 litres. **When the light comes on, refuel as soon as possible, see page 27 (FUEL).**	
Electronic fuel injection check light (*EFI*)		It comes on for about three seconds whenever the ignition switch is set to " " with the engine stopped as a test of injection system operation. After starting the engine, the light must go out within 3 seconds. **⚠ CAUTION** **If the light comes on during normal engine operation, it means that the electronic fuel injection system is not operating correctly. In this case, stop the engine immediately and contact a Moto Guzzi Authorised Dealer.**	
Neutral indicator light ( )		Turns on when gearbox is in neutral.	
Rev counter (*rpm*)		Indicates engine rpm. **⚠ CAUTION** **Never exceed engine maximum speed, see page 44 (RUNNING-IN).**	
Emergency flasher button ( )		Flashes when pressed. It indicates that all four emergency warning lights (turn indicators) are flashing.	
Multifunction digital display	**Total odometer/ trip (km/mi)**	Gives total distance covered or distance covered since the trip meter was last reset (in km or miles).	To toggle between readouts, see page 16 (MULTIFUNCTION DIGITAL DISPLAY)
	Clock	Indicates hours and minutes according to setting.	
	External temperature	Displays external temperature.	
Speedometer		Indicates road speed.	



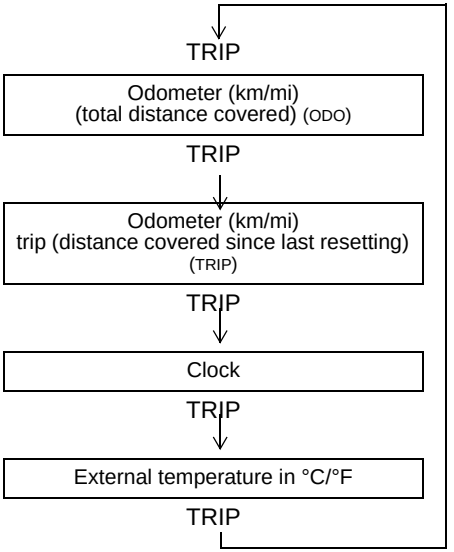
MULTIFUNCTION DIGITAL DISPLAY

When you turn the ignition key to "⌒", the following instrument panel lights will turn on:

– (Red) engine oil pressure light (); this light stays on until the engine starts.
– All segments of the multifunction digital display come on for about 2 seconds to test their operation. Afterwards, the display will switch to total distance covered indication (ODO).
– The lights of both multifunction display instruments and of the hazard button come on.
– The EFI light turns on for about 3 seconds if the switch is set to "⌒".
– The pointers of both instruments go to full scale and then back to zero.



Press the TRIP (1) button repeatedly to display in the order:



Odometer (km/mi) (ODO)

Indicates total distance covered.

The figure will be stored for at least five years even in case battery is removed.

Each time the key is turned to on, total distance covered indication (ODO) is displayed, regardless of which function had been selected previously.

Trip meter (km/mi) (TRIP)

Indicates the distance covered since last resetting in kilometres or miles.

To reset the trip meter, proceed as follows:

enter "TRIP" mode pressing TRIP (1): the parameters indicated in the table on the side will be shown, one at a time.

Keep the TRIP button (1) pressed for more than 3 seconds.

Clock

Set the clock as follows:

enter “clock” mode pressing TRIP (1): the parameters indicated in the table on the side will be shown, one at a time.

Keep the TRIP button (1) pressed for more than 3 seconds.

When entering the hour setting function, hours are flashing. Press the "TRIP" button and the hours indication will increase by 1 hour each second the button is held down. Three seconds after the "TRIP" button has been released, the hours will stop flashing. Set data are confirmed and clock automatically sets to minutes setting mode. Minutes start flashing. Press the "TRIP" button and the minutes indication will increase by 1 minute each second the button is held down. Three seconds after the "TRIP" button has been released, the minutes will stop flashing and set data are confirmed.

NOTE The clock setting mode will only work when the motorcycle is at standstill and with the engine stopped.

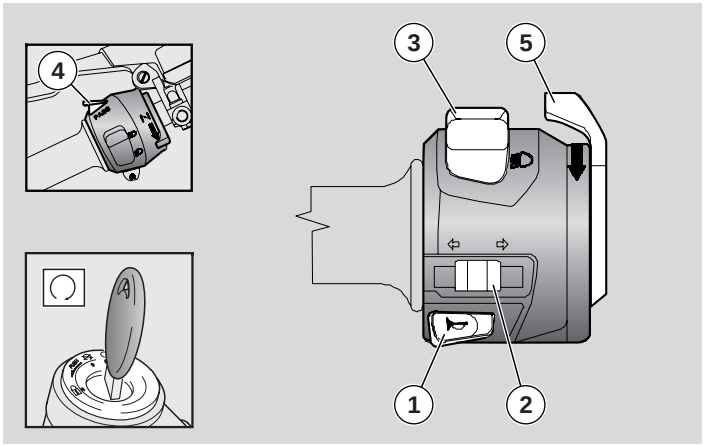
External temperature in °C/°F

Indicates the external temperature reading. When external temperature drops below 3°C, the display will switch to the ICE mode to warn against possible black ice. When this mode is activated, the display will automatically switch from the current function to a flashing air temperature indication. The ICE mode remains enabled for 10 seconds and then the display switches back to the function displayed earlier. If the external temperature stays below 3° C, the ICE mode flashing indication is repeated every five minutes for three times maximum.

If the air temperature sensor is faulty or disconnected, two flashing horizontal segments will be displayed.

HAZARD button operation

Pressing the HAZARD button turns on all four turn indicators (the button will also flash when activated). The HAZARD blinker stays on when the key is removed from the switch, but may not be turned off by simply pressing the hazard button again. In order to switch off the hazard blinker, you must first set the ignition switch to "⟳" and then press the HAZARD button.



CONTROLS ON LEFT HANDLEBAR

NOTE The electric components only operate when the ignition switch is in the "○" position.

1) **HORN BUTTON ( )**
Press it to operate the horn.

2) **DIRECTION INDICATORS SWITCH ( )**
Move the switch to the left, before turning left; move it to the right before turning right. Press the switch to turn off the direction indicator.

NOTE When the indicator repeater light flashes quickly, this indicates that one or both turn indicator bulbs are burnt out. For replacement instructions, please see page 75 (CHANGING THE FRONT AND REAR TURN INDICATOR BULBS).

3) **DIMMER SWITCH (-)**
In position " " the high beam comes on, while if it is in position " ", the low beam comes on.

4) **HIGH BEAM FLASHER BUTTON ( )**
Allows for the use of the passing lights in case of danger or emergency.

NOTE Release the button to turn off the high beam flasher.

5) **CHOKE LEVER ( )**
Move lever down ( ) to activate engine cold start device.
To disable the cold start, move the lever ( ) to its initial position.

CONTROLS ON RIGHT HANDLEBAR

NOTE The electric components only operate when the ignition switch is in the "○" position.

6) ENGINE STOP SWITCH (○-⊗)

⚠ WARNING

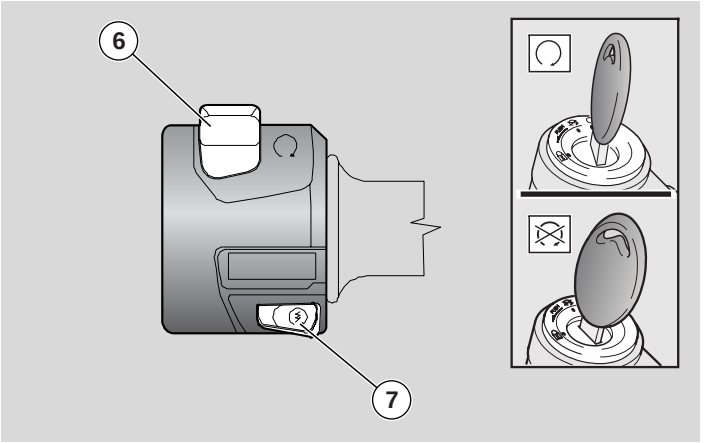
Do not operate the engine stop switch "○-⊗" while riding.

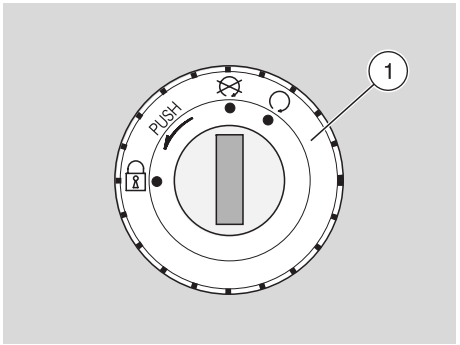
This switch serves as a safety or emergency switch. With the switch pressed in position "○", it is possible to start the engine; the engine can be stopped by pressing the switch to position "⊗".

⚠ CAUTION

With the engine stopped and the ignition switch in position "○", the battery may wear down.
When the vehicle has come to a standstill and you have stopped the engine, set the ignition switch to position "⊗".

7) STARTER BUTTON (ⓢ)
When the starter button "ⓢ" is pressed, the starter motor will crank the engine. For the starting procedure, see page 39 (STARTING).





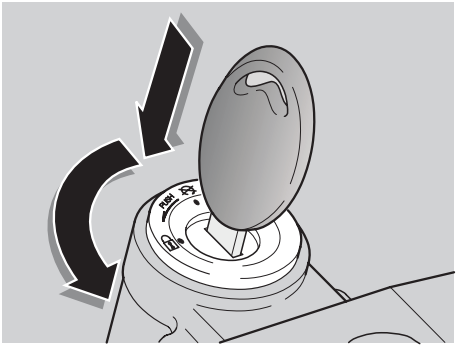
IGNITION SWITCH

The ignition switch (1) is mounted to the top yoke of the steering shaft.

NOTE The key operates the ignition switch/steering lock, the fuel tank lock and the seat lock.

Two keys are supplied together with the vehicle (one spare key).

NOTE Do not keep the spare key on the vehicle.



STEERING LOCK

⚠ WARNING

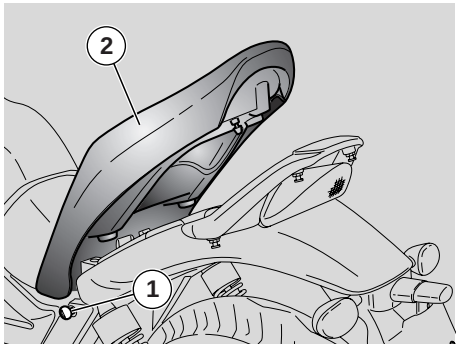
Never turn the key to position " " when riding, or you will lose control of the vehicle.

OPERATION

To lock the steering:

- u Turn the handlebar fully to the left.
- u Turn the key to " ".
- u Push in the key and turn it to position ( ).
- u Remove the key.

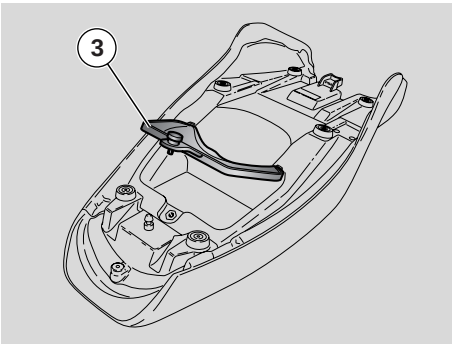
Position	Function	Key removal
Steering lock	The steering is locked. It is not possible to start the engine or switch on the lights.	It is possible to remove the key.
	Neither the engine, nor the lights will operate.	It is possible to remove the key.
	The engine and the lights can be operated.	It is not possible to remove the key.



UNLOCKING/LOCKING THE SEAT

u Place the vehicle on the stand, see page 46 (PUTTING THE VEHICLE ON THE STAND).
u Insert the key (1) into the seat lock.
u Rotate the key (1) anticlockwise, lift the seat (2) and pull rearwards.

NOTE Before lowering and locking the seat (2), make sure that you have not left the key in the glove/tool kit compartments.



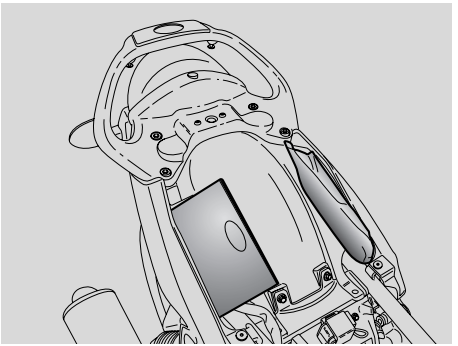
To lock the seat (2):

u Slide the seat front end into place and lower the rear end.
u Push down on the rear end until the lock clicks shut.

⚠ WARNING

Before riding, make sure that the seat (2) is properly locked.

At the bottom of the seat is a useful compartment for storing the disc lock (disc lock OPT); release and remove the flap (3) to open this compartment.



GLOVE/TOOL KIT COMPARTMENTS

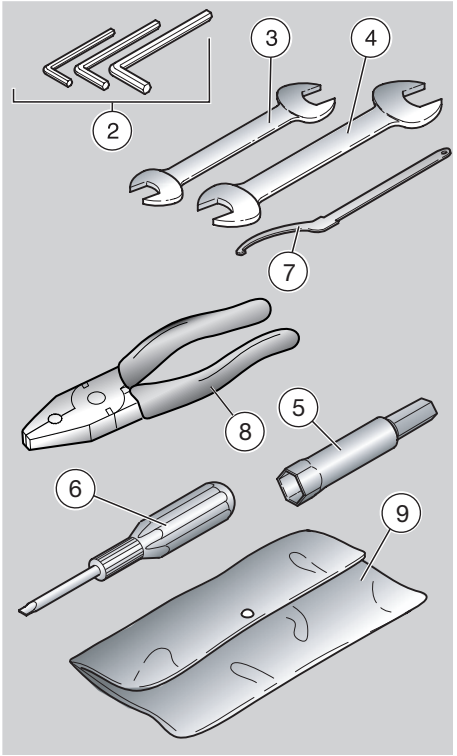
To access the glove/tool kit compartments:

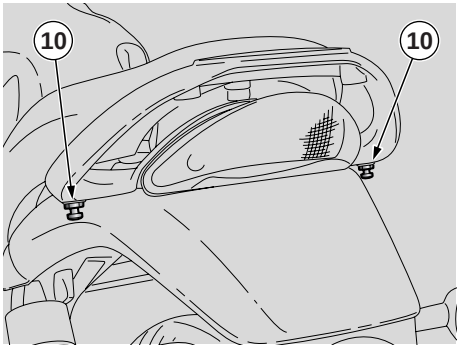
u Remove the passenger seat, see page 21 (UNLOCKING/LOCKING THE SEAT).

The tool kit includes:

– 5, 6, 8 mm L-shaped Allen keys (2);
– 13 - 14 mm double fork spanner (3);
– 22 - 27 mm double fork spanner (4);
– 22 mm socket spanner for spark plug (5);
– double-ended crosshead/flat-blade screwdriver (6);
– shock absorber preload adjustment spanner (7);
– pliers (8)
– 14 mm hexagonal adapter;
– two tool boxes (9).

Maximum allowed weight: 5 kg inside the glove compartment + 5 kg inside the tool kit compartment.





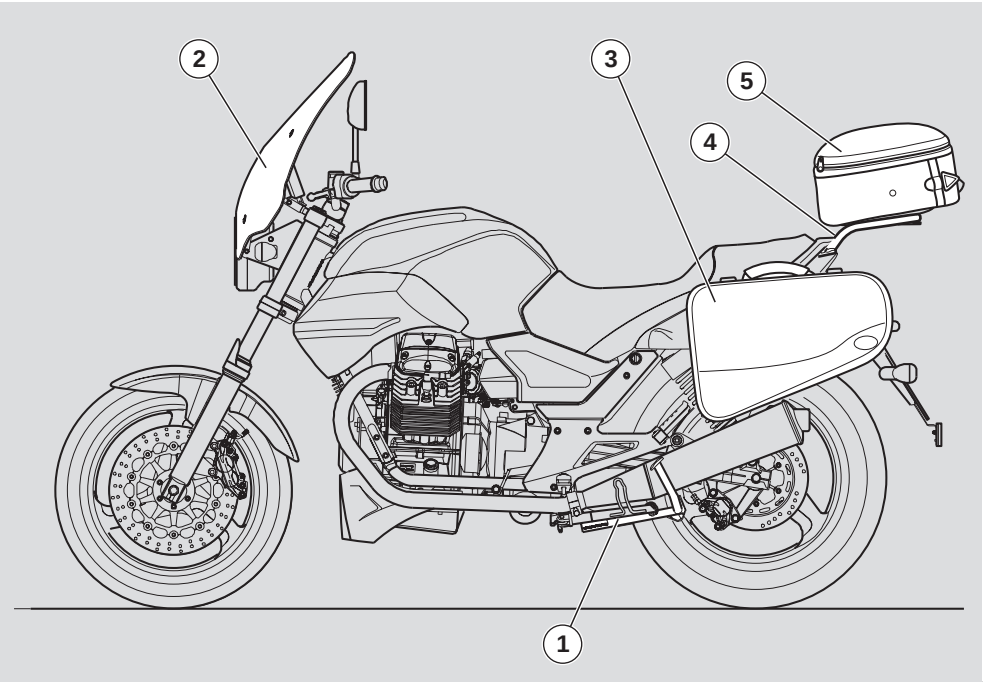
LUGGAGE ANCHOR POINTS

A small piece of luggage can be fitted on the seat rear end;
it can be positioned using elastic bands to be secured to the two elements (10).

Maximum allowed weight: 5 kg.

⚠ WARNING

Carry small luggage only and make sure it is fastened securely.



WHERE PROVIDED (or as an accessory)

The following are available:

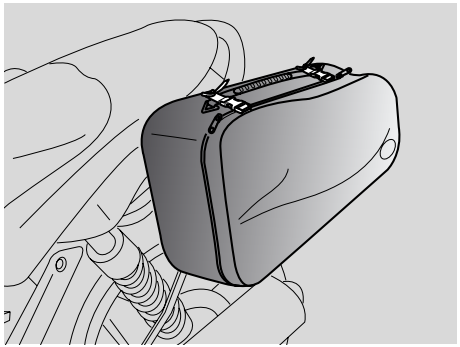
– centre stand (1),
– headlight fairing (2)
– soft side bags (3)
– luggage rack (4)
– soft top case (5)

MORE ACCESSORIES

The following are available:

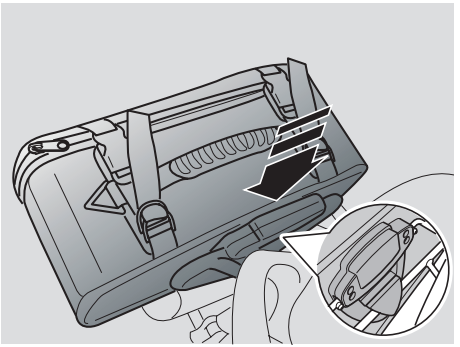
– disc lock
– large windshield
– 30/40 lt. side panniers

Please visit our web site for further details:
www.motoguzzi.it - Accessories



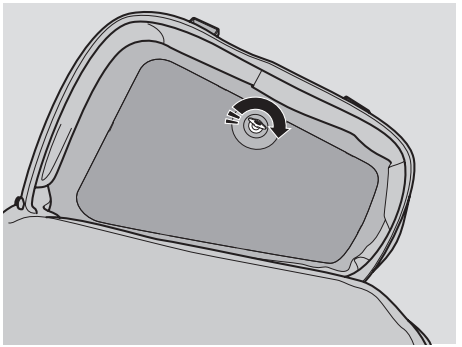
INSTRUCTIONS FOR INSTALLING SOFT BAGS AND TOP CASE

Carefully follow instructions for correct installation and correct distribution/fastening of any load to install the bags and top case, so to avoid affecting vehicle handling that might result in falls or serious accidents, that might also lead to death.



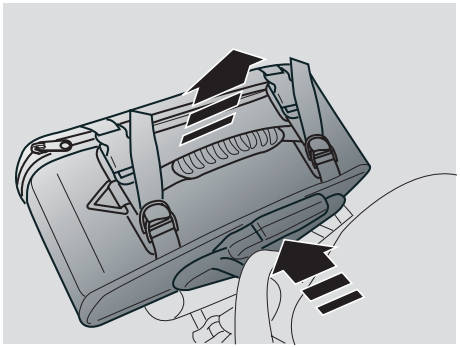
Fastening the bag and top case

- u Move the bag close to the fastener
- u Centre the bag fastener onto the bag support small tube section, and move the bag downward until it clicks in place.



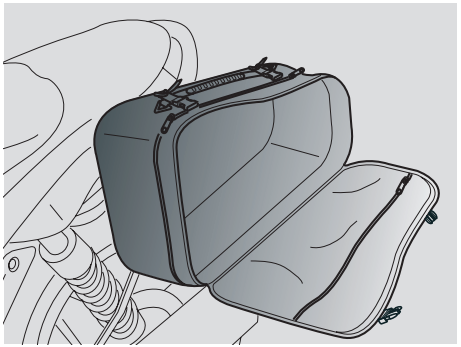
Ensure that the support is properly in place in the fastener lower/upper seats.

To lock the bag onto the fastener, turn the key inside the bag clockwise by 90°

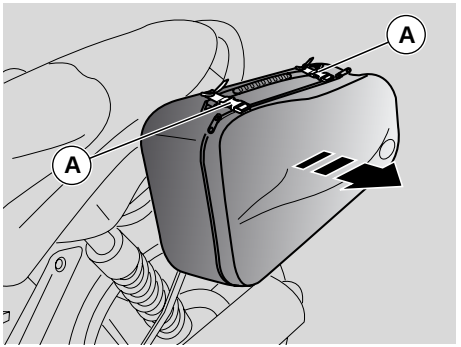


Removing the bag and top case

u Work the top lever as shown and lift the bag off the support.



Note: use the first zip to open the bag, use the second one to increase bag capacity by opening the bellow.



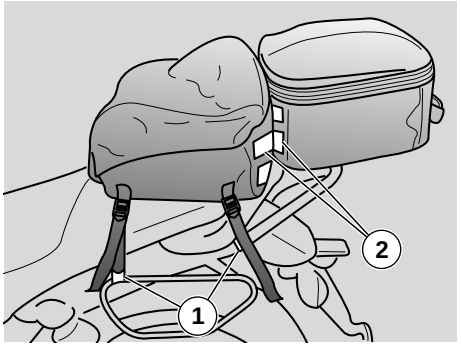
Retainers of the two side buckles must always be secured to bag body fasteners A, no matter if bellow is open or closed.

Use the suitable protection in case of rain.

SEAT BAG

It is supplied together with the top case and can be installed on the passenger seat. It is therefore impossible to ride with a passenger when bag is fitted.

Carefully follow instructions for correct installation and correct distribution/fastening of any load to install the bags, so to avoid affecting vehicle handling that might result in falls or serious accidents, that might also lead to death.



Fastening the bag

- u Position the bag on the passenger seat.
- u Fasten the four straps 1 (two on each side) to the side bag support frame, and tension them so as to centre the load onto the seat.

If fitted together with top case, ensure that the Velcro fastener 2 on both parts is properly jointed in the contact area.

FUEL

⚠ WARNING

The fuel used in internal combustion engines is highly flammable and can become explosive under particular conditions.
It is important to refuel and service the vehicle in a well-ventilated area, with the engine off.
Do not smoke while refuelling or near fuel vapours, in any case avoid contact with naked flames, sparks and any other heat source or source of ignition to prevent fires or explosion.
Avoid spilling fuel, as it may ignite when in contact with hot engine parts.
In the event of accidental spillage, make sure that the area has completely dried before starting the engine.
Never fill the tank to the rim, as fuel expands from heat and when left under direct sunlight.
Screw the plug up carefully after refuelling. Avoid any contact of the fuel with the skin and the inhalation of vapours; do not swallow fuel or pour it from a receptacle into another by means of a tube.

DO NOT DISPOSE OF FUEL IN THE ENVIRONMENT.

KEEP AWAY FROM CHILDREN.

Use only premium grade unleaded petrol with 95 RON and 85 MON octane rating minimum.

To refuel, proceed as follows:

- u Raise the flap (1).
- u Insert the key (2) into the tank plug lock (3).
- u Turn the key clockwise, pull and open the fuel flap.

FUEL TANK CAPACITY (reserve included): 18 ℓ

TANK RESERVE: 5 ℓ

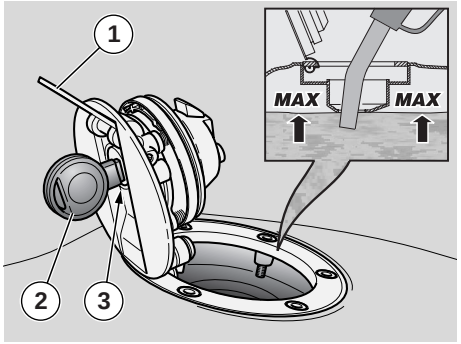
⚠ CAUTION

Do not add any additives or other substances to the fuel.
If you use a funnel or other similar items, make sure that they are perfectly clean.

⚠ WARNING

Do not fill the tank completely; the maximum fuel level must remain below the lower edge of the filler neck (see figure).

- u Refuel.



After refuelling:

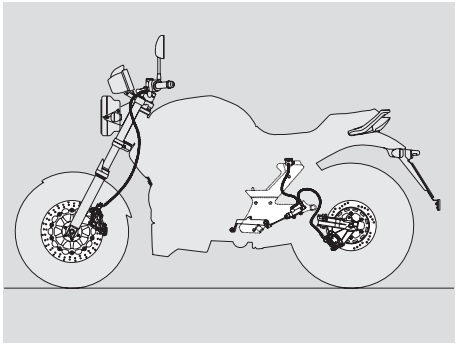
NOTE The plug can only be closed when the key (2) is inserted.

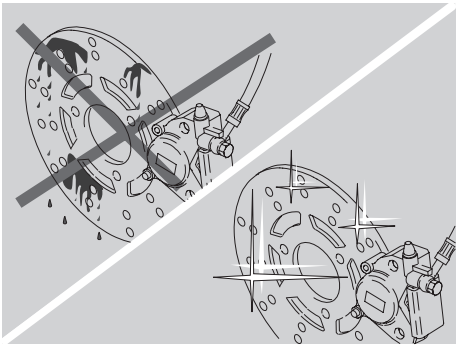
- u With the key (2) inserted, press the plug and tighten.

⚠ WARNING

Make sure that the cap is properly closed.

- u Remove the key (2).
- u Close the flap (1).





BRAKE FLUID - recommendations

NOTE This vehicle is provided with front and rear disc brakes with separate hydraulic circuits.

The following information refers to a single braking system, but is valid for both.

⚠ WARNING

Sudden changes in brake lever play or a spongy feel of the lever may indicate problems with the hydraulic system.
Please contact a Moto Guzzi Authorised Dealer in case you have any doubts on the operation of the braking system and in case you are not able to carry out the normal checks.

⚠ WARNING

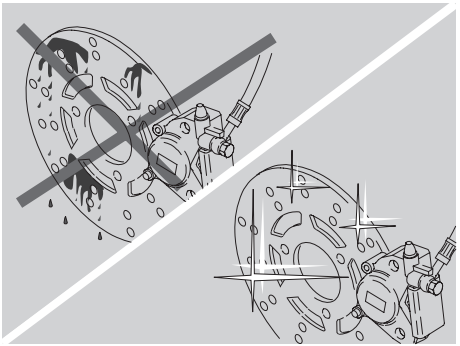
Ensure that the brake discs have not become contaminated with oil or grease, especially after maintenance or inspections.
Check that the brake hoses are not twisted or worn.
Prevent water or dust from accidentally getting into the circuit.
Wear latex gloves when servicing the hydraulic circuit.
If the brake fluid gets in contact with the skin or the eyes, it can cause serious irritations.

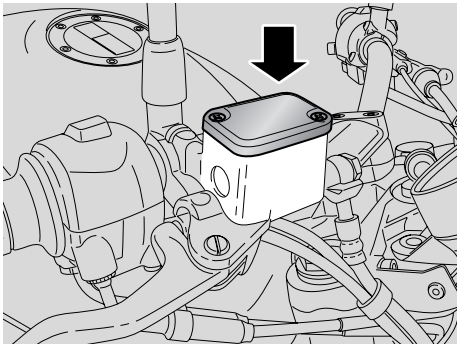
⚠ WARNING

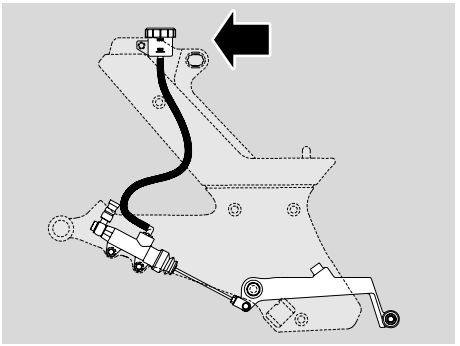
In the event of accidental contact, flush affected area thoroughly. If fluid has been spilled in the eyes, seek the assistance of an ophthalmologist or a doctor.
DO NOT RELEASE INTO THE ENVIRONMENT.
KEEP AWAY FROM CHILDREN.

⚠ CAUTION

When using the brake fluid, take care not to spill it on the plastic or painted parts, since it can damage them.







DISC BRAKES

⚠ WARNING

The brakes are the parts that most ensure your safety and for this reason they must always be perfectly working; check them before every trip.

A dirty disc will soil the pads, leading to loss of braking efficiency.

Dirty pads must be replaced, while dirty discs must be cleaned with a high-quality degreaser.

Have brake fluid changed every two years by a Moto Guzzi Authorised Dealer.

Use brake fluid meeting the specifications listed in the lubricant chart, see page 85 (LUBRICANT CHART).

NOTE This vehicle is equipped with front and rear disc brakes operated by independent hydraulic circuits.

The front braking system is with single disc (left side).

The rear braking system is the single disc type (left side).

The following information refers to a single braking system, but is valid for both.

When the disc pads wear out, the level of the fluid decreases to automatically compensate for their wear.

The front brake fluid reservoir is positioned on the right handlebar, near the front brake lever coupling.

The rear brake fluid reservoir is located behind the footpeg bracket, on the right-hand side of the motorcycle.

NOTE Halve maintenance intervals if you are riding in rainy or dusty conditions, on rough road surfaces or when the vehicle is used in competitions.

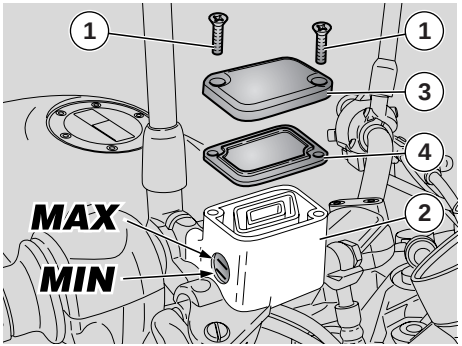
Have the brake discs checked by a **Moto Guzzi** Authorised Dealer after the first 1000 km (625 mi) and then every 2000 km (1243 mi).

Before leaving, check brake fluid level in the reservoirs, see page 30 (FRONT BRAKE), page 31 (REAR BRAKE), and check brake pads, see page 60 (CHECKING THE BRAKE PADS FOR WEAR).

Have the brake fluid changed every 20000 km (12427 mi) or every two years by a **Moto Guzzi** Authorised Dealer.

⚠ WARNING

Do not use the vehicle if the braking system leaks fluid.



FRONT BRAKE

CHECK

- Place the vehicle on the stand, see page 46 (PUTTING THE VEHICLE ON THE STAND).
- Turn the handlebar fully to the right.
- Make sure that the fluid level exceeds the "**MIN**" mark.
  MIN= minimum level

  MAX= maximum level

If the fluid does not reach at least the "**MIN**" mark:

⚠ CAUTION

When the disc pads wear out, the level of the fluid decreases progressively.

- Check the brake discs and pads for wear, see page 60 (CHECKING THE BRAKE PADS FOR WEAR).

If the pads and/or the disc do not need replacing, provide for topping up.

TOPPING UP

Carefully read page 28 (BRAKE FLUID - recommendations).

⚠ CAUTION

The brake fluid may flow out of the reservoir. Do not operate the front brake lever if the screws (1) have been loosened or, most important, with the brake fluid reservoir plug removed.

- Unscrew the two screws (1) of the brake fluid reservoir (2) using a cross-head screwdriver.

⚠ WARNING

Avoid any prolonged exposure of the brake fluid to the air.

Brake fluid is hygroscopic and will absorb moisture from the air.

Leave the brake fluid reservoir open ONLY for the time necessary for topping up.

- Raise and remove the plug (3) together with the screws (1).
- Remove the gasket (4).

⚠ CAUTION

In order not to spill the brake fluid while topping up, do not shake the vehicle.

Do not put additives or other substances into the fluid.

If you use a funnel or other similar items, make sure that they are perfectly clean.

- Top up the reservoir (2) with brake fluid, see page 85 (LUBRICANT CHART) until bringing level between the "**MIN**" and "**MAX**" marks.

⚠ CAUTION

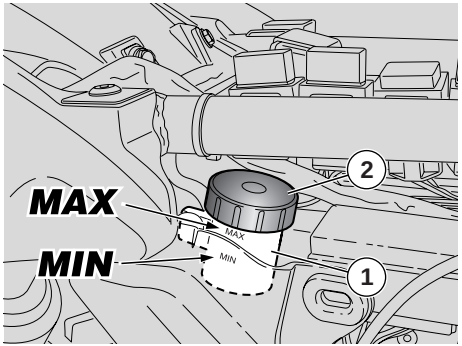
Do not exceed the "MAX" level while topping up.

It is advisable to top up until reaching the "MAX" level only with new pads.

Do not reach the "MAX" level with worn out pads, since this will cause a fluid outflow when the pads are changed.

Check the braking efficiency.

In case of excessive stroke of the brake lever or reduced efficiency of the braking system, contact a Moto Guzzi Authorised Dealer, since it may be necessary to bleed the system.



REAR BRAKE

CHECK

u Keep the vehicle upright, so as to keep the fluid in the reservoir (1) level with the plug (2).

u Make sure that the fluid level exceeds the "**MIN**" mark.
MIN= minimum level

MAX= maximum level

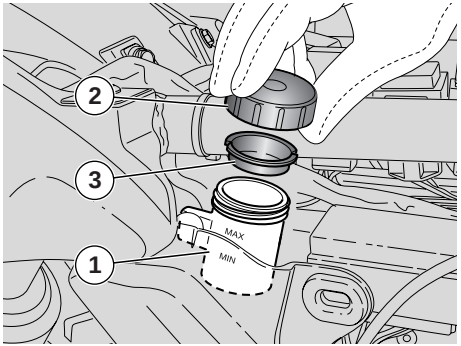
If the fluid does not reach at least the "**MIN**" mark:

⚠ CAUTION

When the disc pads wear out, the level of the fluid decreases progressively.

u Check the brake discs and pads for wear, see page 60 (CHECKING THE BRAKE PADS FOR WEAR).

If the pads and/or the disc do not need replacing, provide for topping up.



TOPPING UP

Carefully read page 28 (BRAKE FLUID - recommendations).

⚠ CAUTION

The brake fluid may flow out of the reservoir. Do not operate the rear brake lever if the brake fluid reservoir plug has been loosened or removed.

⚠ WARNING

Avoid any prolonged exposure of the brake fluid to the air.

The brake fluid is hygroscopic and when in contact with the air it absorbs its humidity.

Leave the brake fluid reservoir open ONLY for the time necessary for topping up.

u Unscrew and remove the plug (2).

⚠ CAUTION

In order not to spill the brake fluid while topping up, keep the fluid in the reservoir parallel to the reservoir rim (in horizontal position).

Do not put additives or other substances into the fluid.

If you use a funnel or other similar items, make sure that they are perfectly clean.

u Remove the gasket (3).

u Top up the reservoir (1) with brake fluid, see page 85 (LUBRICANT CHART) until bringing level between the "**MIN**" and "**MAX**" marks.

⚠ CAUTION

Top up to "MAX" level only after changing the brake pads. Do not reach the "MAX" level with worn out pads, since this will cause a fluid outflow when the pads are changed.

Check the braking efficiency.

In case of excessive stroke of the brake lever or reduced efficiency of the braking system, contact a Moto Guzzi Authorised Dealer, since it may be necessary to bleed the system.

TYRES

This vehicle is equipped with tubeless tyres.

NOTE Halve maintenance intervals if you are riding in rainy or dusty conditions, on rough road surfaces or when the vehicle is used in competitions.

⚠ WARNING

Check the inflation pressure at room temperature every two weeks.

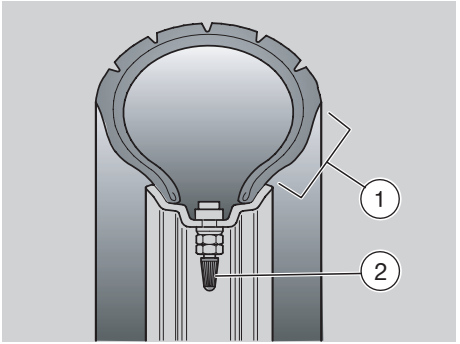
Check the conditions of the tyres and the inflation pressure at room temperature after the first 1000 km (625 mi) and then every 7500 km (4687 mi), see page 82 (TECHNICAL DATA).

If the tyres are hot, the measurement is not correct.

Carry out the measurement especially before and after long rides.

If the inflation pressure is too high, the ground unevenness can not be dampened and is therefore transmitted to the handlebar, thus compromising the driving comfort and reducing the road holding during turns.

If, on the contrary, the inflation pressure is too low, the tyre sides (1) are under greater stress and the tyre itself may slip on the rim or it may become loose, with consequent loss of control of the vehicle.



The tyres could come off the rims under hard braking.

Further, the vehicle could skid while turning.

⚠ WARNING

Check the surface and the wear of the tyres, since tyres in bad conditions can impair both the grip and the vehicle handling.

Some of the tyres approved for this vehicle are equipped with wear indicators.

There are several kinds of wear indicators. For more information on how to check the tyres for wear, contact your Dealer.

Visually inspect the tyres for wear and have them changed if worn.

Change the tyre when it is worn out or in case of puncture on the tread side, if the puncture is larger than 5 mm.

After repairing a tyre, have the wheels balanced.

⚠ WARNING

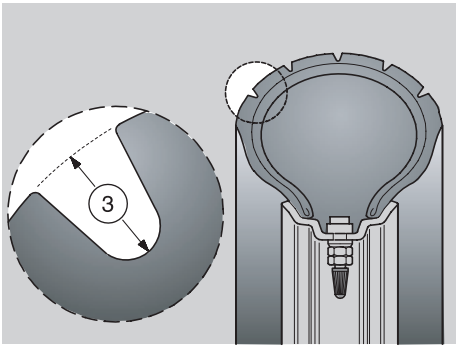
Use tyres of the specified type and model recommended by the manufacturer, see page 82 (TECHNICAL DATA). Using other than specified tyres may adversely affect handling.

Do not install tyres with air tube on rims for tubeless tyres and vice versa.

Make sure that the inflation valves (2) always have their sealing caps on, to prevent the tyres from suddenly going flat.

Tyre replacement and repair, and wheel servicing and balancing are delicate operations that should be carried out using adequate tools and are best left to experienced mechanics.

For this reason, it is advisable to have the above mentioned operations carried out by a Moto Guzzi Authorised Dealer or by a qualified tyre repairer.



If the tyres are new, they may still be covered with a slippery film: drive carefully for the first few miles. Do not oil the tyres with unsuitable fluids. Old tyres, even if not completely worn down, may become hard and provide poor grip.

In this case, replace them.

MINIMUM TREAD DEPTH LIMIT (3):

front and rear 2 mm (USA 3 mm), anyway not less than required by the regulations in force in the country where the vehicle is used.

ENGINE OIL

⚠ WARNING

Prolonged or repeated contact with engine oil may cause severe skin damage.

Wash your hands carefully after use.

KEEP AWAY FROM CHILDREN.

DO NOT DISPOSE OF THE OIL IN THE ENVIRONMENT.

Dispose of engine oil - stored in a sealed container - through the nearest waste oil reclamation firm or through the supplier.

In case any maintenance operation should be required, it is advisable to use latex gloves.

⚠ CAUTION

If the engine oil pressure light " " comes on during regular engine operation, it means that engine oil pressure in the circuit is low.

If so, check engine oil level, see page 53 (CHECKING AND TOPPING UP ENGINE OIL LEVEL), should it be incorrect, immediately stop the engine and contact a Moto Guzzi Authorised Dealer.

⚠ CAUTION

Proceed with care.

Do not spill the oil!

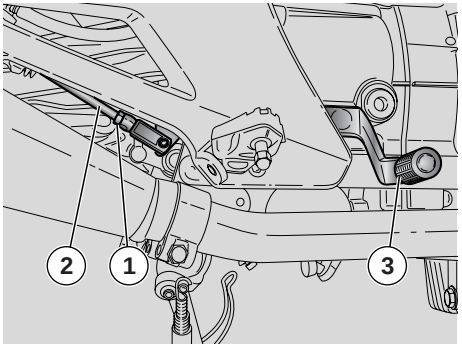
Take care not to smear any component, the area in which you are working and the surrounding area. Carefully remove any trace of oil.

In case of leakage or malfunctions, contact a Moto Guzzi Authorised Dealer.

Periodically check the engine oil level, see page 53 (CHECKING AND TOPPING UP ENGINE OIL LEVEL).

For engine oil change instructions, see page 49 (SCHEDULED MAINTENANCE CHART) and page 54 (CHANGING ENGINE OIL AND OIL FILTER).

NOTE Use high-quality oil, see page 85 (LUBRICANT CHART).



ADJUSTING REAR BRAKE LEVER FREE PLAY

The brake control lever is positioned ergonomically during the assembly of the vehicle.

If necessary, it is possible to adjust the brake control lever play:

u Loosen the lock nut (1).

u Unscrew the master cylinder control rod (2) in order to ensure a minimum clearance of **0.5 – 1 mm** between the rod and the master cylinder piston.

⚠ CAUTION

Make sure that there is a certain idle stroke in the movement of the lever (3), to prevent the brake from remaining applied and the consequent untimely wear of the braking elements.

Lever (3) idle stroke: 4 mm (measured at the lever end).

u Lock the master cylinder control rod (2) by means of the lock nut (1).

⚠ CAUTION

After the adjustment, make sure that the wheel rotates freely with released brake.

Check the braking efficiency.

If necessary, contact your Moto Guzzi Authorised Dealer.

EXHAUST MUFFLER/EXHAUST SILENCER

⚠ WARNING

Tampering with the noise control system is prohibited.

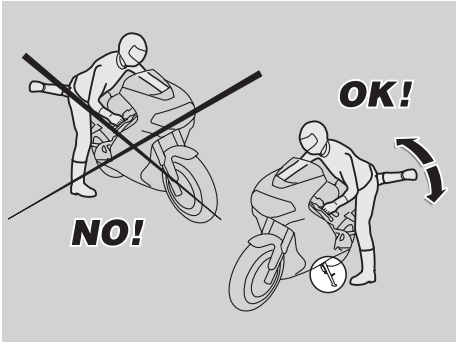
Owners are warned that the law may prohibit:

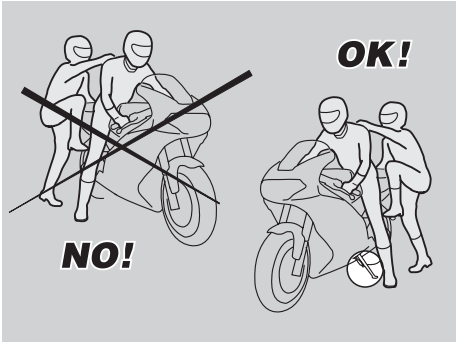
– the removal or rendering inoperative by any person, other than for purposes of maintenance, repair or replacement, of any device or element of design incorporated into any new vehicle – for the purpose of noise control – prior to its sale or delivery to the ultimate purchaser or while it is in use;

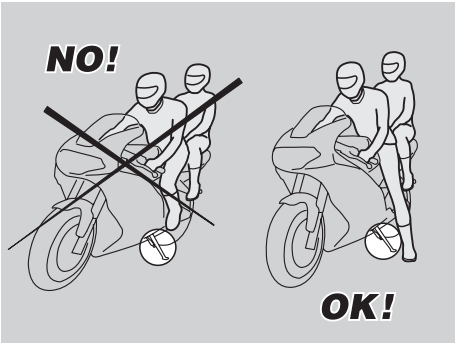
– the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

Check the exhaust silencer and the silencer pipes, making sure that there are neither signs of rust, nor holes and that the exhaust system works effectively.

If the noise produced by the exhaust system increases, immediately contact your **Moto Guzzi** Authorised Dealer.







GETTING ON AND OFF THE VEHICLE

The instructions below must be followed with the maximum care in order to avoid any injury to persons and damage to property and to the vehicle, caused by the falling of the rider or the passenger from the vehicle and/or the falling or overturning of the vehicle itself.

⚠ WARNING

Risk of falling and overturning. Proceed with care.

When getting on and off the vehicle, make sure nothing can impair your movements. Also, your hands should be free (replace any objects, such as your helmet, gloves or dangling glasses before mounting or dismounting).

Always get on and off the vehicle from the left side and with the side stand down.

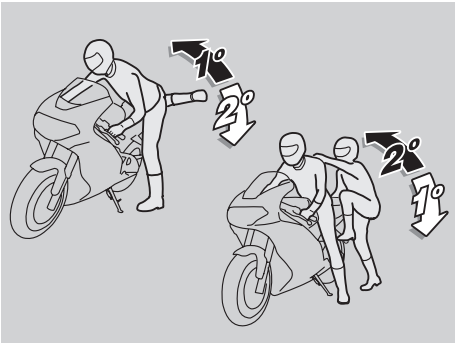
⚠ CAUTION

Do not apply the load of your weight or of the passenger's weight onto the side stand.

The stand has been designed to support the weight of the vehicle and a minimum load, without the rider and the passenger.

The purpose of placing the vehicle on the side stand before mounting is to keep the vehicle from falling or overturning. This does not mean that the side stand should be used to support the weight of rider and passenger.

While getting on and off, the weight of the vehicle may make you lose balance, and the vehicle may fall or overturn.



NOTE The rider must get on the vehicle first and get off last to ensure he/she has control and balance of the vehicle while the passenger is mounting or dismounting.

When getting on and off the vehicle, the passenger must move carefully to avoid causing imbalance.

NOTE The rider is responsible for instructing the passenger on how to safely get on and off the vehicle.

The vehicle is equipped with special passenger footrests to make it easier to get on and off the vehicle. The passenger must always use the left footrest to get on and off the vehicle.

Neither get off, nor try to get off the vehicle by jumping or stretching your leg down to the ground. In both cases this would compromise the stability and balance of the vehicle.

NOTE Bags or objects strapped to the rear of the vehicle can represent an obstacle while getting on and off.

In any case, perform a controlled movement with your right leg, which must avoid striking and safely pass the rear part of the fairing or the luggage without creating unbalance.

GETTING ON THE VEHICLE

u Grasp the handlebar correctly and get on the vehicle without loading your weight onto the side stand.

NOTE If it is impossible for you to place both feet on the ground, place the right foot on the ground (in case of unbalance, the left side of the vehicle is prevented from falling over by the side stand) and keep the left foot ready to rest on the ground.

u Place both feet on the ground and straighten the vehicle into riding position while keeping it in balance.

NOTE The rider must not extract or attempt to extract the passenger footrest while seated astride the vehicle, because this might compromise the stability and balance of the vehicle.

u Have the passenger extract the two passenger footrests.
u Instruct the passenger on how to safely get on the vehicle.
u Kick the side stand completely back using your left foot.

GETTING OFF THE VEHICLE

u Select an appropriate location for parking, see page 45 (PARKING).
u Stop the vehicle, see page 45 (STOPPING).

⚠ WARNING

Make sure that the parking surface is free from obstacles, firm and flat.

u With the left shoe heel, extend the side stand completely.

NOTE If it is impossible for you to place both feet on the ground, place the right foot on the ground (in case of unbalance, the left side of the vehicle is prevented from falling over by the side stand) and keep the left foot ready to rest on the ground.

u Place both feet on the ground, keeping the vehicle in balance in riding position.
u Instruct the passenger how to safely get off the vehicle.

⚠ WARNING

Risk of falling and overturning.

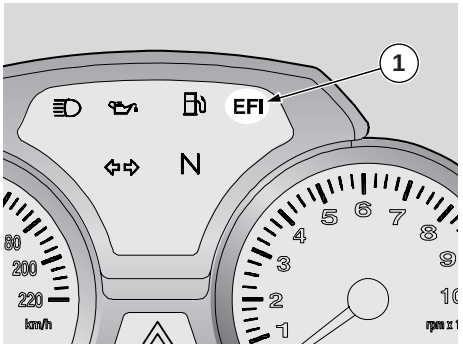
Make sure that the passenger has got off the vehicle.

Do not load your weight onto the side stand.

u Incline the vehicle until the stand rests on the ground.
u Grasp the handlebar correctly and get off the vehicle.
u Rotate the handlebar completely leftwards.
u Lift the passenger footrests.

⚠ CAUTION

Make sure that the vehicle is stable.



PRELIMINARY CHECKING OPERATIONS

⚠ WARNING

Check the vehicle before each ride to ensure correct and safe operation, see page 38 (PRE-RIDE CHECKS CHART).

Failure to comply with these checking operations can cause severe personal injuries or damages to the vehicle.

Do not hesitate to contact your **Moto Guzzi** Authorised Dealer if you need clarifications about the operation of vehicle controls or if you suspect or have identified a malfunction.

It does not take long to carry out a check-up and this operation ensures you much more safety.

NOTE This vehicle is equipped with an electronic engine control unit capable of detecting abnormal operation in real time and storing faults.

Whenever the ignition switch is set to " ◯ ", the wording " EFI " (1) appears on the right side of the multifunction display for approximately three seconds.

The wording " EFI " (1) is also displayed for three seconds after engine is started to indicate that a test for correct fuel injection operation is under way.

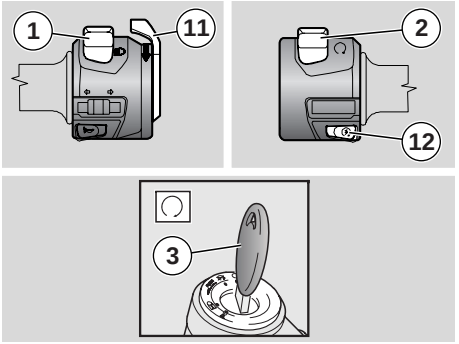
⚠ CAUTION

If the writing " EFI " (1) is displayed during the normal operation of the engine, this means that the electronic unit has detected a failure.

In many cases the engine keeps running with limited performance; contact a Moto Guzzi Authorised Dealer immediately.

PRE-RIDE CHECKS CHART

Component	Check	page
Front and rear disc brakes	Check the operation, the idle stroke of the control levers, the fluid level and make sure there are no leaks. Check the wear of the pads. If necessary, top up the fluid reservoir.	28, 29, 30, 31, 60
Throttle	Make sure that it works smoothly and that it is possible to open and close it completely, in all steering positions. If necessary, adjust and/or lubricate it.	61
Engine oil	Check and/or top up as required.	33, 53
Wheel/tyres	Check the tyre surface, the inflation pressure, wear and tear and any damage. Remove any foreign matter that may be stuck in the tread grooves.	32
Brake levers	Make sure that they work smoothly. Lubricate the joints if necessary (rear brake control).	-
Clutch	Check clutch operation, free travel of control lever (free play with a cold engine must be less than 1 mm). The clutch must not jerk and/or slip when operated.	-
Steering	Make sure that the steering rotates smoothly, without any clearance or looseness.	-
Side stand	Make sure that it operates correctly. Make sure that when the stand is let up or down there is no friction and that the spring tension brings it back to its normal position. If necessary, lubricate joints and articulations.	64, 70
Fastening elements	Make sure that the fastening elements are not loose. If necessary, adjust or tighten them.	-
Fuel tank	Check the fuel level and top up, if necessary. Check the circuit for leaks. Make sure that the fuel cap is correctly closed.	27
Engine stop switch (-)	Make sure that it operates correctly.	19
Lights, warning lights, horn, rear brake light switches and electrical devices	Check horn and indicators for proper operation. Change bulbs or fix a failure, if necessary.	74, 75, 76, 77
Transmission fluid	Check. If level needs topping up, contact a **Moto Guzzi** Authorised Dealer.	53



STARTING

⚠ WARNING

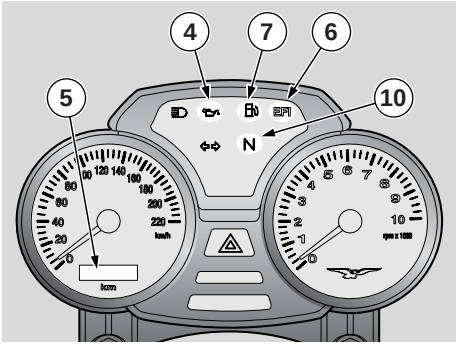
This is a high-performance vehicle. We recommend that you become familiar with it gradually using the greatest care.

Do not position any object inside the front fairing (between the handlebar and the instrument panel), in order not to hinder the rotation of the handlebar and visibility toward the instrument panel.

NOTE Before starting the engine, carefully read "safe drive", see page 5 (SAFE DRIVE).

⚠ WARNING

Exhaust emissions contain carbon oxide, which is a poisonous gas and extremely harmful if inhaled.



Avoid starting the engine in closed or badly-ventilated rooms.

Failure to heed this warning may cause loss of consciousness or even lead to death by asphyxia.

NOTE With the side stand down, the engine can be started only if the gearbox is in neutral; in this case, if you try to engage the gears, the engine stops.

With the side stand up, it is possible to start the engine either in neutral gear or with engaged gears and pulled in clutch lever.

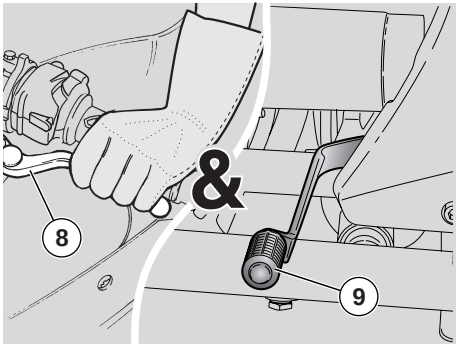
- u Get on the vehicle and sit in the riding position, see page 35 (GETTING ON AND OFF THE VEHICLE).
- u Make sure that the stand is completely up.
- u Make sure that the dimmer switch (1) is in position "".
- u Set the engine stop switch (2) to position "".
- u Turn the key (3) and set the ignition switch to position "".

The following occurs:

- – the pointers of both instruments go to full scale and then back to zero;
- – the engine oil pressure light (red) "" (4) on the instrument panel comes on and stays on until after the engine is running;
- – the multifunction digital display (5) turns on all digits for about two seconds as a test routine and then displays the total distance covered (ODO);
- – whenever the ignition switch is turned to position "" the warning light " EFI " (6) comes on for three seconds;
- – you will hear the fuel pump buzzing for about three seconds as it pressurises the fuel system.

⚠ CAUTION

If the low fuel warning light "" (7) on the instrument panel comes on, it means that there are 5 litres of fuel left in the tank. Refuel as soon as possible, see page 27 (FUEL).



u Operate a brake to lock at least one wheel.
u Pull in the clutch lever (8) completely and shift the gear lever (9) to select neutral [the green light "N" (10) comes on].
u If you are starting the engine from cold, rotate the choke lever "⌊↘⌋" (11) downwards.

⚠ CAUTION

To avoid excessive current draw from the battery, do not hold down the starter button "ⓘ" for more than fifteen seconds.

If the engine does not start within fifteen seconds, wait ten seconds before operating the starter button "ⓘ" again.

u Press the starter button "ⓘ" (12) without accelerating and release it as soon as the engine starts.

⚠ CAUTION

Avoid pressing the starter button "ⓘ" (12) when the engine is running, or the starter motor may damage.

If the engine oil pressure light "🛢" (4) stays on after the engine is running or comes on during normal engine operation, it means that engine oil pressure in the circuit is low.

In this case, stop the engine immediately and contact a Moto Guzzi Authorised Dealer.

u Keep at least one brake lever pulled and do not accelerate until you start.

⚠ CAUTION

Never leave abruptly with cold engine.

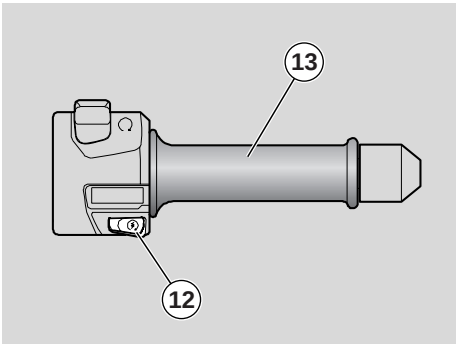
To reduce the emission of polluting substances and the consumption of fuel, warm the engine up by proceeding at low speed for the first miles.

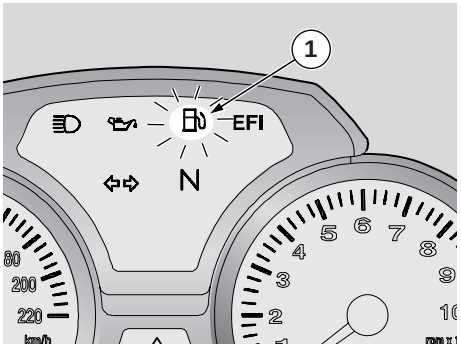
u Rotate the choke lever "⌊↘⌋" (11) upwards after warming up the engine.

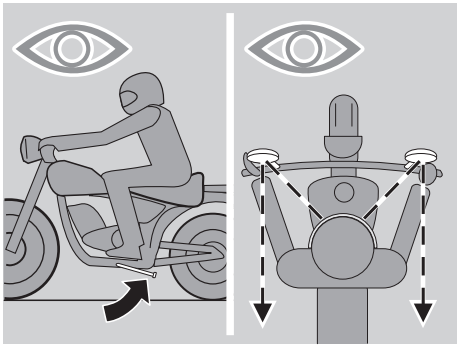
⚠ CAUTION

If the wording "EFI" (6) appears on the instrument panel during normal engine operation, it means that the ECU has detected a failure.

In many cases the engine keeps running with limited performance; contact a Moto Guzzi Authorised Dealer immediately.







STARTING THE ENGINE FROM COLD

If ambient temperature is low (close to or below 0°C/32°F), you may have trouble starting the engine at the first attempt.

If so:

- u Rotate the choke lever "|↘|" (11) downwards.
- u Hold down the starter button "⟳" (12) for at least ten seconds and open the throttle grip (13) slightly.

If the engine starts:

- u Release the starter button "⟳" (12) and the throttle grip (13).
- u Rotate the choke lever "|↘|" (11) upwards.
- u If idle speed is erratic, flip the throttle grip (13) moderately several times.

If the engine fails to start:

Wait a few seconds and repeat the COLD START PROCEDURE.

MOVING OFF AND RIDING

⚠ WARNING

This is a high-performance vehicle. We recommend that you become familiar with it gradually using the greatest care.

Do not position any object inside the front fairing (between the handlebar and the instrument panel), in order not to hinder the rotation of the handlebar and visibility toward the instrument panel.

NOTE Before moving off, carefully read the “safe drive” chapter, see page 5 (SAFE DRIVE).

⚠ CAUTION

If the low fuel warning light "⛽" (1) on the instrument panel comes on when riding, it means that there are 5 litres of fuel left in the tank.

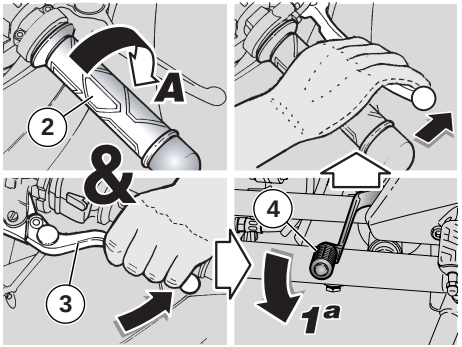
Refuel as soon as possible, see page 27 (FUEL).

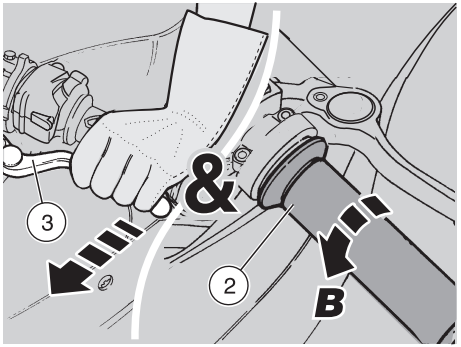
⚠ WARNING

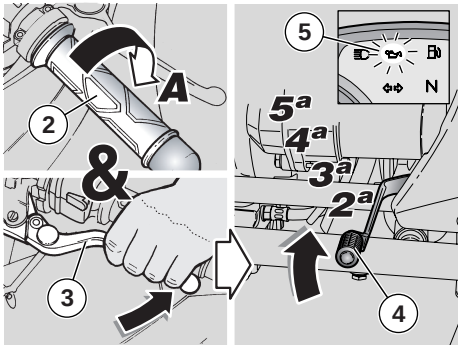
If you ride without passenger, make sure that the passenger footrests are folded.

While riding, keep your hands on the grips and your feet on the footrests.

NEVER RIDE IN ANY POSITION OTHER THAN THOSE INDICATED.







⚠ WARNING

If you are riding with a passenger, give your passenger proper instructions to avoid problems when manoeuvring.

Before leaving, make sure that the stand is completely up.

To leave:

- u Start the engine, see page 39 (STARTING)
- u Adjust the inclination of the rear-view mirrors correctly.
- u With released throttle grip (2) (**Pos.A**) and engine idling, pull the clutch lever (3) completely.
- u Engage the first gear, by pushing the gear lever (4) downwards.
- u Release the brake lever (pulled on the starting).

⚠ WARNING

On moving off, release the clutch lever gradually, otherwise the engine may stall or the vehicle may jerk forwards.

Never accelerate abruptly or excessively when releasing the clutch lever, in order to prevent the clutch from "slipping" (slow release) or the front wheel from raising "rearing up" (quick release).

- u Slowly release the clutch lever (3) and at the same time accelerate by slightly turning the throttle grip (2) (**Pos.B**).

The vehicle will start moving.

- u Ride at reduced speed for the first miles, in order to warm the engine up.

⚠ CAUTION

Never exceed the recommended rpm, see page 44 (RUNNING-IN).

- u Increase your speed by gradually rotating the throttle grip (2) (**Pos.B**), without exceeding the recommended rpm, see page 44 (RUNNING-IN)

To engage the second gear:

⚠ CAUTION

Proceed quickly.

Never ride the vehicle at too low rpm.

- u Release the throttle grip (2) (**Pos.A**), pull the clutch lever (3) and lift the gear shift lever (4). Release the clutch lever (3) and accelerate.
- u Repeat the last two operations and shift up.

⚠ CAUTION

If the engine oil pressure light " " (5) comes on during regular engine operation, it means that engine oil pressure in the circuit is low.

In this case, stop the engine immediately and contact a Moto Guzzi Authorised Dealer.

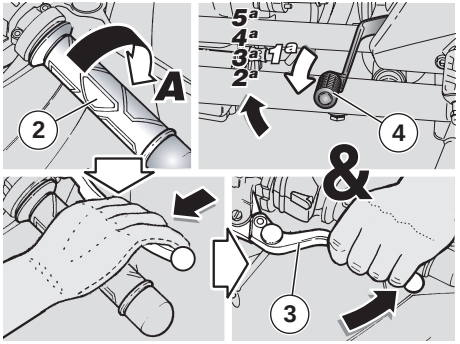
The downshifting should be carried out in the following situations:

- When riding downhill or when braking, in order to increase the braking action by using the compression of the engine.
- When riding uphill, if the gear engaged is not suitable to the speed (high gear, moderate speed) and the engine rpm decreases.

⚠ CAUTION

Shift the gears one by one; the simultaneous downshifting of more than one gear may make you exceed the maximum rpm (redline).

Before and during the downshifting, release the throttle grip and decelerate, in order to avoid the "redline".



To shift down, proceed as follows:

- Release the throttle grip (2) (**Pos.A**).
- If necessary, pull the brake levers moderately and decrease the speed of the vehicle.
- Pull the clutch lever (3) and lower the gear shift lever (4) to shift down.
- If the brake levers are pulled, release them.
- Release the clutch lever and accelerate moderately.

⚠ CAUTION

If the wording " EFI " appears during normal engine operation, it means that the ECU has detected a failure.

In many cases the engine keeps running with limited performance; contact a Moto Guzzi Authorised Dealer immediately.

To avoid the overheating of the clutch, keep the engine running with vehicle at rest, engaged gears and pulled clutch lever for the shortest time possible.

⚠ WARNING

Avoid opening and closing the throttle repeatedly and continuously, so that you do not accidentally lose control of the vehicle. If you have to brake, close the throttle and put on both brakes in order to obtain uniform deceleration, properly exerting pressure on the braking parts.

Using one brake only reduces braking force significantly and may lock a wheel resulting in loss of grip.

If you stop uphill, decelerate completely and use the brakes only to keep the vehicle steady.

The use of the engine to keep the vehicle steady may cause the overheating of the clutch.

When approaching a bend, slow down or brake in good time. Take the bend at moderate, steady speed or accelerate slightly. Late braking may put the vehicle into a skid.

If the brakes are operated continuously on downhill stretches, the friction surfaces may overheat, thus reducing the braking efficiency. Exploit the engine compression and shift down by putting on both brakes intermittently.

Never ride downhill with the engine off!

If the road surface is wet or slippery (snow, ice, mud, etc.), ride slowly, do not brake or swerve suddenly, or you may lose grip and fall.

⚠ WARNING

Pay the utmost attention to any obstacle or variation of the ground.

Uneven road surfaces, rails, inspection covers, painted signals, construction site metal covers become slippery in rainy weather and must be negotiated carefully, smoothly and keeping the vehicle upright.

Always signal your intention to change lanes or direction in good time using the direction indicators. Avoid sudden manoeuvres.

Switch off the direction indicators immediately after changing direction.

Be very careful when overtaking or being overtaken.

When it rains, large vehicles lift surface water, which affects visibility. In addition, the slip stream may make you lose control of the vehicle.

RUNNING-IN

The running-in of the engine is essential to ensure its life and correct operation.

If possible, ride on hilly roads and/or roads with many bends, so that the engine, the suspensions and the brakes undergo a more effective running-in.

During running-in, change speed.

In this way the components are first “loaded” and then “relieved” and the engine parts can thus cool down.

Even if it is important to stress the engine components during running-in, take care not to exceed.

NOTE From 2000 km (1243 mi) onward, the engine is ready to provide top performance.

Keep to the following indications:

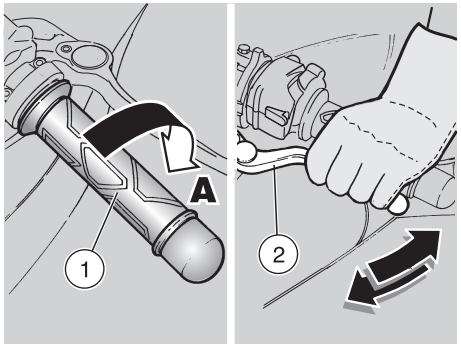
- Do not open the throttle completely if the speed is low, both during and after running-in.
- Until you have covered the first 100 km (62 mi), use the brakes gently and avoid harsh, prolonged braking. This ensures a correct bedding-in of the pads on the brake disc.
- During the first 1000 km (625 mi) never exceed 5000 rpm.

⚠ WARNING

After the first 1000 km (625 mi), have a Moto Guzzi Authorised Dealer carry out the checks indicated in the column "After running-in" of the regular service intervals chart, see page 49 (SCHEDULED MAINTENANCE CHART), in order to avoid hurting yourself or other people and/or damaging the vehicle.

- u After the first 1000 km (625 mi) and until covering 2000 km (1243 mi), drive more briskly, varying speed and using maximum acceleration for just a few seconds, in order to ensure better coupling of the components; never exceed 6000 rpm (see table).
- u After the first 2000 km (1243 mi) you may run the engine harder, however, without exceeding the maximum rpm allowed (7600 rpm).

Engine maximum rpm recommended	
Mileage km (mi)	**rpm**
0 – 1000 (0 – 625)	5000
1000 – 2000 (625 – 1243)	6000
over 2000 (1243)	7600



STOPPING

⚠ WARNING

If possible, avoid stopping abruptly, slowing down suddenly and limit braking.

- u Release the throttle grip (1) (**Pos.A**), apply the brakes gradually and at the same time shift down in order to slow down, see page 41 (MOVING OFF AND RIDING).

Once the speed has decreased, before stopping the vehicle:

- u Pull the clutch lever (2) in order to prevent the engine from stalling.

When the vehicle has come to a stop:

- u Select neutral (green warning light "N" on).
- u Release the clutch lever (2).
- u In case of a brief stop, keep at least one brake on.

PARKING

It is very important to choose a suitable parking area, respecting the road signs and the indications given below.

⚠ WARNING

Park the vehicle on firm and flat ground, to prevent it from falling down.

Neither lean the vehicle against walls, nor lay it on the ground.

Make sure that the vehicle and especially its red-hot parts do not represent a danger for persons and children. Do not leave the vehicle unattended when the engine is on or the key is inserted into the ignition switch.

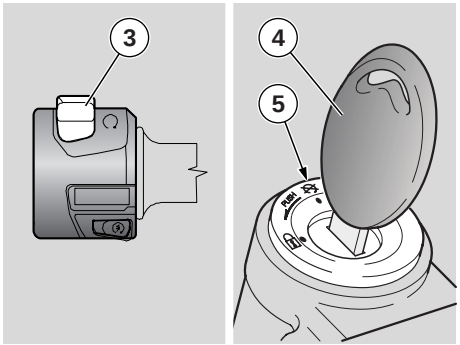
⚠ WARNING

The fall or excessive inclination of the vehicle may cause the fuel to flow out of the tank.

The fuel used for internal combustion engines is extremely inflammable and in particular conditions it can become explosive.

⚠ CAUTION

Do not apply the load of your weight or of the passenger's weight onto the side stand.



To park the vehicle:

- u Choose a suitable parking area.
- u Stop the vehicle, see page 45 (STOPPING)
- u Set the engine stop switch (3) to position "".
- u Turn the key (4) and set the ignition switch (5) to position "".

⚠ WARNING

Follow the instructions on how to get on or off the vehicle, see page 35 (GETTING ON AND OFF THE VEHICLE).

- u Following the indications, wait until the passenger has got off the vehicle before dismounting.
- u Lock the steering, see page 20 (STEERING LOCK) and remove the key (4).

⚠ WARNING

Make sure that the vehicle is stable.

PUTTING THE VEHICLE ON THE STAND

SIDE STAND

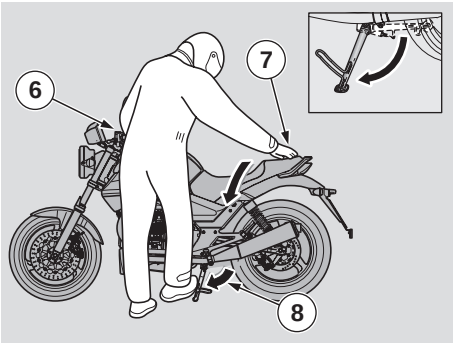
To place the vehicle on the side stand while seated astride the vehicle, see page 35 (GETTING ON AND OFF THE VEHICLE).

If any manoeuvre (for example, moving the vehicle) required the lifting of the stand, to place the vehicle on the stand again, proceed as follows:

⚠ WARNING

Make sure that the parking surface is free from obstacles, firm and flat.

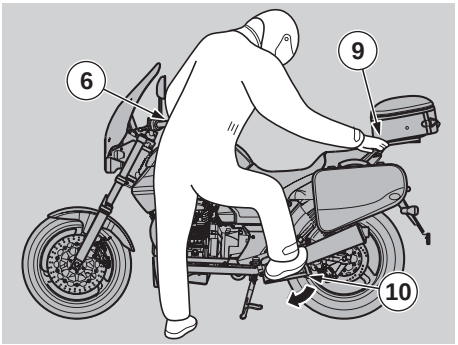
- u Choose a suitable parking area, see page 45 (PARKING).
- u Hold the left grip (6) firmly and place your right hand over the rear end of the vehicle (7).



- u Push down the side stand (8) with your right foot and extend it completely.
- u Incline the vehicle until the stand rests on the ground.
- u Steer the handlebar completely leftwards.

⚠ WARNING

Make sure that the vehicle is stable.



CENTRE STAND

⚠ WARNING

It is forbidden to position the vehicle on the centre stand while seated astride the vehicle in riding position.

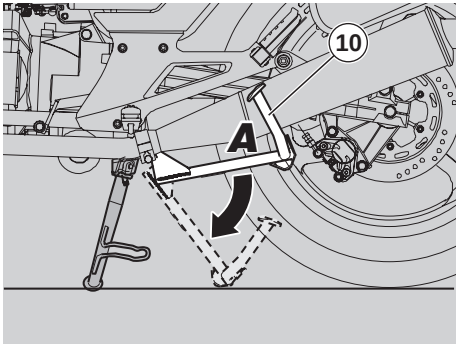
⚠ WARNING

Make sure that the parking surface is free from obstacles, firm and flat.

- u Choose a suitable parking area, see page 45 (PARKING).
- u Grasp the left grip (6) and the passenger grab rail (9).

⚠ CAUTION

The lowering of the side stand is suggested, for safety reasons, in order to prevent the vehicle from falling down or overturning in case of unbalance.



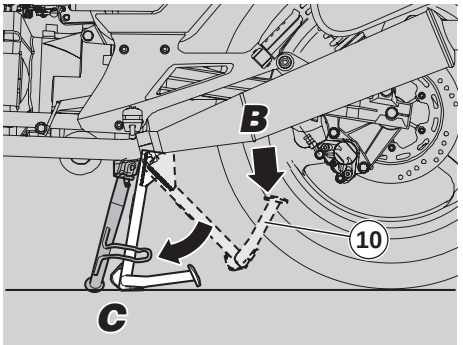
NOTE Do not let the side stand touch the ground. Keep the vehicle in vertical position.

- u Press the side stand with your right foot and extend it completely (8).
- u Push onto centre stand lever (10) (**Pos. A**) and rest it onto the ground.

⚠ CAUTION

Proceed with care.
The positioning of the vehicle on the centre stand may be difficult, since the vehicle is very heavy. Release the handgrip (6) and handle (9) only when the vehicle is steady on the stand.

- u Load your weight on the lever (10) (Pos.B) of the centre stand and at the same time move your centre of gravity towards the rear part of the vehicle (Pos.C).



⚠ WARNING

Make sure that the vehicle is stable.

⚠ WARNING

Let the side stand up.

SUGGESTIONS TO PREVENT THEFT

⚠ CAUTION

Do not use any “brake lock” devices. Failure to heed this warning can seriously damage the braking system and lead to an accident thus provoking serious injuries or death.

NEVER leave the key in the ignition switch and always use the steering lock.

Park the vehicle in a safe place, possibly in a garage or a protected place.

When possible, use an additional anti-theft device.

Make sure that all documents are in order and the road tax has been paid.

Write down your personal data and telephone number in this page, to facilitate the identification of the owner in case of finding after theft.

SURNAME: .....

NAME: .....

ADDRESS: .....

.....

TELEPHONE NO.: .....

NOTE Recovered vehicles are often traced back to the owner thanks to his/her details recorded in the Owner's Manual.

MAINTENANCE

⚠ WARNING

Risk of fire.

Keep fuel and other flammable substances away from the electrical components.

Before beginning any maintenance operation or any inspection of the vehicle, stop the engine, extract the key from the ignition switch, wait until the engine and the exhaust system have cooled down and if possible lift the vehicle by means of the proper equipment, on firm and flat ground.

Before proceeding, make sure that the room in which you are working is properly ventilated.

Keep away from the red-hot parts of the engine and of the exhaust system, in order to avoid burns.

Do not hold any mechanical piece or other parts of the vehicle with your mouth: the components are not edible and some of them are harmful or even toxic.

⚠ CAUTION

If not expressly indicated otherwise, for the reassembly of the units repeat the disassembly operations in reverse order.

In case any maintenance operation should be required, it is advisable to use latex gloves.

Routine maintenance operations can usually be carried out by the user, but sometimes specific tools and specific technical skills may be required.

In case scheduled maintenance operations, assistance or technical advice are needed, contact a **Moto Guzzi** Authorised Dealer, who will ensure you prompt and accurate servicing.

Ask your **Moto Guzzi** Authorised Dealer to test the vehicle on the road after a repair or periodic maintenance operation.

In addition, perform the "Pre-ride checks" after each maintenance operation, see page 38 (PRE-RIDE CHECKS CHART).

NOTE This vehicle is equipped with an electronic engine control unit capable of detecting abnormal operation in real time and storing faults.

Whenever the ignition switch is turned to position " ◯ " the wording " EFI " appears on the instrument panel for three seconds.

⚠ CAUTION

If the writing " EFI " (1) is displayed during the normal operation of the engine, this means that the electronic unit has detected a failure.

In many cases the engine keeps running with limited performance; contact a Moto Guzzi Authorised Dealer immediately.

SCHEDULED MAINTENANCE CHART

OPERATIONS TO BE CARRIED OUT BY THE Moto Guzzi Authorised Dealer (WHICH CAN BE CARRIED OUT EVEN BY THE USER).

Component	End of running-in [1000 km (625 mi)]	Every 7500 km (4687 mi) or 12 months	Every 15000 km (9375 mi) or 24 months
Spark plugs (*)		every 7500 km/6214 mi: ③	
Engine oil filter (*)	③	③	
Fork	①		①
Light operation/direction		①	
Light system	①	①	
Safety switches			
Brake fluid		①	
Engine oil	③	③	
Tyres	①	①	
Tyre pressures (**)	④	④	
Engine idle rpm	④	④	
Battery terminals tightening	①		
Head bolts tightening	④		
Engine oil pressure warning light	at every start-up: ①		
Brake pad wear	①	before each ride and every 2000 km (1243 mi):①	

① = check and clean, adjust, lubricate or change, if necessary; ② = clean; ③= change; ④= adjust.

Perform maintenance operations more frequently than the indicated intervals if you are riding in rainy or dusty conditions, on rough road surfaces or when the vehicle is used for racing.

(*) = If vehicle is used for racing, change every 3750 km (2343 mi).

(**) = Check every two weeks or at the specified intervals.

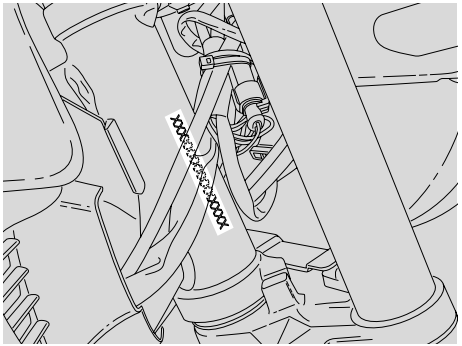
OPERATIONS TO BE CARRIED OUT BY THE Moto Guzzi Authorised Dealer

Component	End of running-in [1000 km (625 mi)]	Every 7500 km (4687 mi) or 12 months	Every 15000 km (9375 mi) or 24 months
Gearbox fluid	③	③	
Idle mixture (CO)		①	
Transmission cables and controls	①	①	
Steering bearings and steering clearance	①	①	
Wheel bearings		①	
Brake discs	①	①	
Air filter		①	③
General running of the vehicle	①	①	
Braking systems	①	①	
Brake fluid	every 2 years: ③ or 20000 km (12427 mi)		
Fork oil	after the first 7500 km (4687 mi) and then every 22500 km (14000 mi):③		
Fork oil seals	after the first 30000 km (18750 mi) and then every 22500 km (14000 mi):③		
Brake pads	every 2000 km/1243 mi: ① - if worn: ③		
Adjusting the valve clearance	④	④	
Wheel/Tyres	①	①	
Nut, bolt, screw tightening			
Battery terminals tightening	①		
Cylinder synchronisation	①	①	
Suspensions and track alignment	①		①

① = check and clean, adjust, lubricate or change, if necessary (as specified in the Workshop Manual); ② = clean; ③= change; ④= adjust.
Halve maintenance intervals if you are riding in rainy or dusty conditions, on rough road surfaces or when the vehicle is used for racing.
(*) = If vehicle is used for racing, check every 3750 km (2343 mi).

Component	End of running-in [1000 km (625 mi)]	Every 7500 km (4687 mi) or 12 months	Every 15000 km (9375 mi) or 24 months
Final transmission fluid	③	③	
Fuel pipes		①	every 4 years:③
Brake lines		①	every 4 years:③
Clutch wear (*)		①	

① = check and clean, adjust, lubricate or change, if necessary (as specified in the Workshop Manual); ② = clean; ③= change; ④= adjust.
Halve maintenance intervals if you are riding in rainy or dusty conditions, on rough road surfaces or when the vehicle is used for racing.
(*) = If vehicle is used for racing, check every 3750 km (2343 mi).



IDENTIFICATION DATA

It is a good rule to write down the frame and engine numbers in the space provided in this manual.

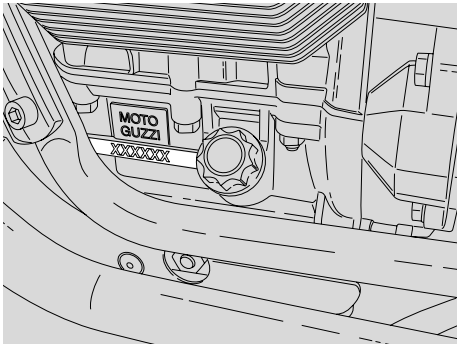
The frame number must be quoted when purchasing spare parts.

NOTE Do not alter the identification numbers if you do not want to incur in severe penal and administrative sanctions. In particular, the alteration of the frame number results in the immediate invalidity of the warranty.

FRAME NUMBER

The frame number (1) is stamped on the right side of the steering column.

Frame no. _____



ENGINE NUMBER

The engine number (2) is stamped on the left side close to the oil level plug/dipstick.

Engine no. _____

JOINTS WITH SCREW CLAMPS

⚠ CAUTION

Remove ONLY the clamps indicated in the maintenance procedures.

This text is not to be intended as an authorisation to arbitrarily remove the clamps present on the vehicle.

⚠ WARNING

Before removing a clamp, make sure that the removal does not involve any fluid leakage; if so, provide for preventing such leakage and protect the components positioned near the joint.

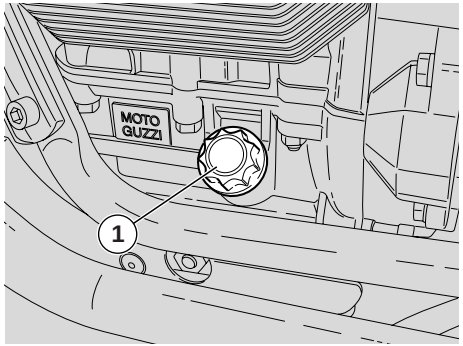
SCREW CLAMPS

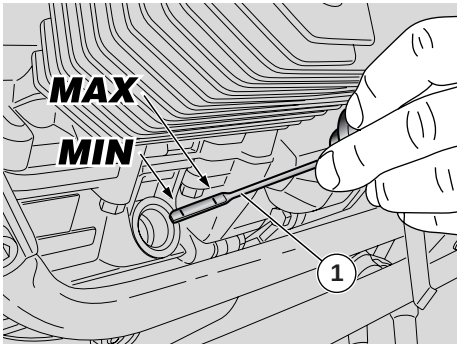
For the removal and installation it is sufficient to use a simple screwdriver.

⚠ CAUTION

Check the conditions of the clamp and if necessary replace it with a new one of the same type and dimensions, to be requested to a Moto Guzzi Authorised Dealer.

When fastening the clamp, make sure that the joint is sufficiently stable.





CHECKING AND TOPPING UP ENGINE OIL LEVEL

Carefully read page 48 (MAINTENANCE) and page 33 (ENGINE OIL).

NOTE Halve maintenance intervals if you are riding in rainy or dusty conditions, or on rough road surfaces.

Periodically check engine oil level, change the oil every 7500 km (4687 mi), see p.54 (CHANGING ENGINE OIL AND OIL FILTER).

For the check, proceed as follows:

⚠ CAUTION

The engine oil level must be checked with a warm engine and with the oil level dipstick (1) fully tightened.

If you check level when the engine is cold, oil level may have temporarily dropped below the "MIN" mark.

This is not a problem, provided that the engine oil pressure warning light " " does not come on, see page 15 (INSTRUMENTS AND INDICATORS TABLE).

NOTE To warm the engine and have the engine oil reach the operating temperature, do not let the engine idle with the vehicle at rest. According to the correct procedure, it is advisable to carry out the check after a trip or after covering approximately 15 km (10 mi) on a road outside town (this is sufficient for the engine oil to reach the operating temperature).

- u Stop the engine, see page 45 (STOPPING).
- u Keep the vehicle in vertical position, with the two wheels resting on the ground.
- u Undo the filler plug/oil dipstick (1).
- u Check oil level on the dipstick (1).
  MAX = maximum level
  MIN = minimum level.

The difference between "**MAX**" and "**MIN**" amounts to approximately 400 cu. cm.

- u The level is correct when the oil almost reaches the "**MAX**" mark.

⚠ CAUTION

Never exceed the "MAX" mark, nor let the oil get below the "MIN" mark, in order to avoid serious damage to the engine.

If necessary, top up the engine oil by proceeding as follows:

- u Unscrew and remove the filler plug (1).

⚠ CAUTION

Do not put additives or other substances into the oil.

If you use a funnel or other similar items, make sure that they are perfectly clean.

NOTE Use high-quality 5W - 40 oil, see page 85 (LUBRICANT CHART).

Top up to correct level, see page 85 (LUBRICANT CHART).

CHANGING ENGINE OIL AND OIL FILTER

⚠ CAUTION

Changing engine oil and engine oil filter can prove difficult; these operations are best left to experienced mechanics.

If necessary, contact your Moto Guzzi Authorised Dealer.

If you want to perform these operations personally, keep to the following instructions.

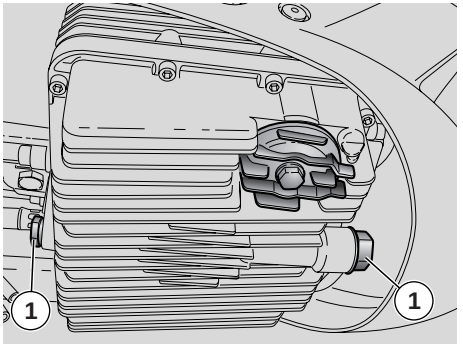
Carefully read page 48 (MAINTENANCE) and page 33 (ENGINE OIL).

NOTE Halve maintenance intervals if you are riding in rainy or dusty conditions, on rough road surfaces or when the vehicle is used in competitions.

Periodically check engine oil level, change the oil every 7500 km (4687 mi), see p.53 (CHECKING AND TOPPING UP ENGINE OIL LEVEL).

To change, proceed as follows:

NOTE Warm oil is more fluid and will drain out more easily and completely; ideal temperature is reached after engine has been running for about 20 minutes.

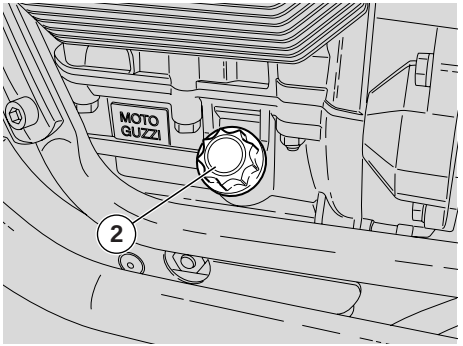


⚠ CAUTION

Oil becomes very hot when engine is warmed up; beware of scalds during the procedure described below.

- u Place a container with more than 4000 cu. cm. capacity under the drain plugs (1).
- u Unscrew and remove the drain plugs (1).
- u Unscrew and remove the filler plug (2).
- u Drain the oil into the container; allow several minutes for oil to drain out completely.
- u Check the sealing washers of the drain plugs (1) and replace them if needed.
- u Remove any metal debris attached to the drain plug (1) magnet.
- u Screw and tighten the drain plugs (1).

Drain plugs (1) tightening torque: 12 Nm (1.2 kgm).



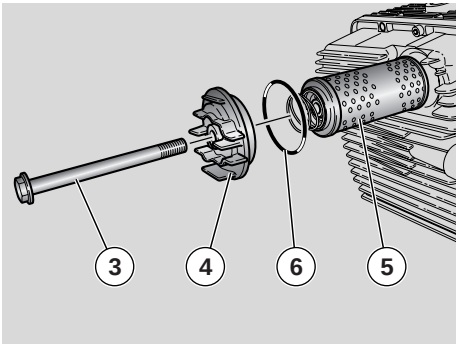
⚠ CAUTION

DO NOT DISPOSE OF THE OIL IN THE ENVIRONMENT. Dispose of engine oil - stored in a sealed container - through the nearest waste oil reclamation firm or through the supplier.

CHANGING THE ENGINE OIL FILTER

NOTE Halve maintenance intervals if you are riding in rainy or dusty conditions, or on rough road surfaces.

Change the engine oil filter every 7500 km (4687 mi) (or every time you change the oil).



u Unscrew the screw (3) and remove the cover (4).
u Remove the engine oil filter (5).

⚠ CAUTION

Never reuse a filter.

u Spread a thin layer of oil on the sealing ring (6) of the new engine oil filter.
u Fit the new engine oil filter with the spring facing downwards.
u Refit the cover (4) and tighten the screw (3).

FRONT WHEEL

⚠ CAUTION

The disassembly and reassembly of the front wheel may be difficult for unskilled operators.

Contact a Moto Guzzi Authorised Dealer.

⚠ WARNING

Riding with damaged rims may be dangerous for the rider, other persons and the vehicle.

Check the conditions of the wheel rim and have it changed if damaged.

REAR WHEEL

⚠ CAUTION

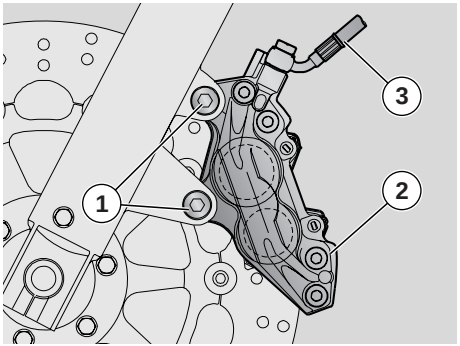
The disassembly and reassembly of the rear wheel may be difficult for unskilled operators.

Contact a Moto Guzzi Authorised Dealer.

⚠ WARNING

Riding with damaged rims may be dangerous for the rider, other persons and the vehicle.

Check the conditions of the wheel rim and have it changed if damaged.



FRONT BRAKE CALLIPER

Carefully read page 48 (MAINTENANCE).

⚠ WARNING

A dirty disc will soil the pads, leading to loss of braking efficiency. Dirty pads must be replaced, while dirty discs must be cleaned with a high-quality degreaser.

⚠ CAUTION

When disassembling and reassembling, be careful not to damage the brake hoses, the discs and the pads.

NOTE To remove the front brake calliper, the vehicle must be kept upright and safely supported, with the front wheel raised off the ground.

DISASSEMBLY

⚠ CAUTION

Make sure that the vehicle is stable.

- u Rotate the wheel manually until bringing the space between two wheel spokes before the brake calliper.
- u Have someone keep the handlebar steady in a position as for riding, so that the steering is locked.

Brake calliper screws (1) tightening torque: 50 Nm (5 kgm).

- u Unscrew and remove the two brake calliper screws (1).

⚠ CAUTION

Do not operate the brake lever after removing the calliper, otherwise the pistons may slip out of their seats, leading to brake fluid leakage.

In this case consult a Moto Guzzi Authorised Dealer, who will carry out the proper maintenance operation.

- u Withdraw the brake calliper (2) from the disc, leaving it attached to the hose (3).

REASSEMBLY

⚠ CAUTION

Proceed with care, in order not to damage the brake pads.

- u Position the brake calliper (2) to the disc so that the calliper mounting holes match the support holes.

⚠ WARNING

On assembly, replace both calliper retaining screws (1) with new ones of the same type.

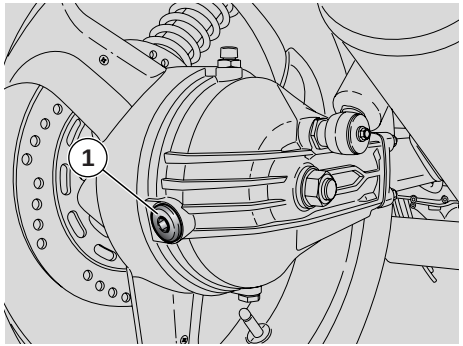
- u Screw and tighten the two calliper retaining screws (1).

Brake calliper screws tightening torque: 50 Nm (5 kgm).

- u Carefully remove the support.

⚠ CAUTION

After reassembly, operate the brake lever repeatedly and check the braking system for proper operation.



CHECKING THE CARDAN SHAFT OIL LEVEL

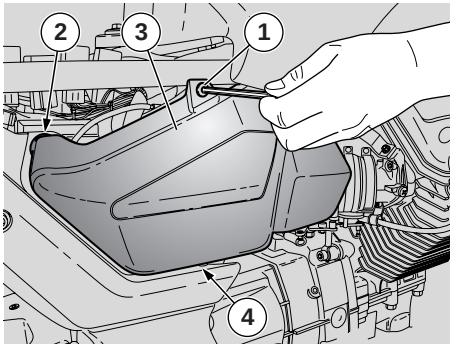
NOTE Halve maintenance intervals if you are riding in rainy or dusty conditions, or on rough road surfaces.

Check cardan shaft oil level at regular intervals; change the oil after the first 1000 km (625 mi) and then every 7500 km (4687 mi).

For the check, proceed as follows:

- Keep the vehicle in vertical position, with the two wheels resting on the ground.
- Undo and remove the level plug (1).
- Check that oil level is just below the hole for the level plug (1). Top up if oil is below the specified level.

To top up or change cardan shaft oil, contact a Moto Guzzi Authorised Dealer.



REMOVING THE SIDE BODY PANELS

- Remove the rider seat, see page 21 (UNLOCKING/LOCKING THE SEAT).
- Unscrew and remove the screw (1).

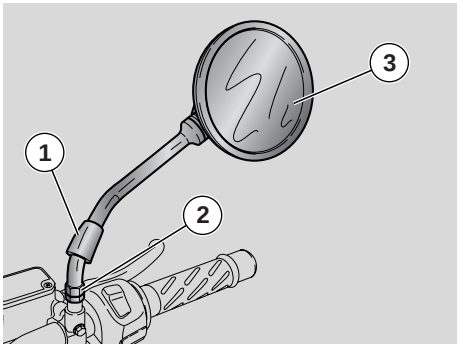
⚠ CAUTION

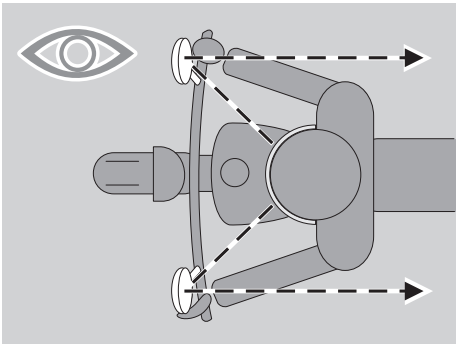
Handle the plastic and painted components with care to avoid scraping or damaging them.

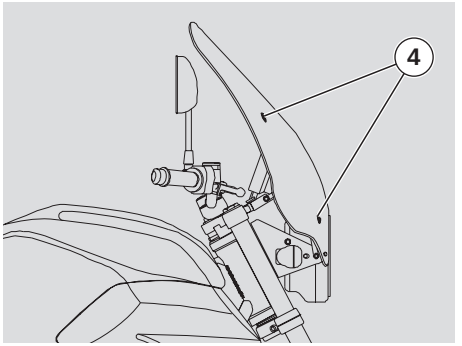
- Delicately release pin (2) from its rubber block.
- Remove the side body panel (3).

NOTE Upon reassembly, make sure that the reference pin (4) is positioned correctly.

Repeat these operations to remove the other side body panel.







REMOVING THE REAR-VIEW MIRRORS

u Place the vehicle on the stand, see page 46 (PUTTING THE VEHICLE ON THE STAND).
u Lift the protection rubber block (1) and turn the lock nut (2).

⚠ CAUTION

Handle the plastic and painted components with care to avoid scraping or damaging them.

u Remove the rear-view mirror (3).

NOTE Repeat the procedure to remove the other mirror.

⚠ CAUTION

On refitting, adjust the rear-view mirrors and tighten the nuts to secure them firmly in place.

Once assembled:

u Refit the rubber block (1).

REMOVING THE HEADLIGHT FAIRING

u Place the vehicle on the stand, see page 46 (PUTTING THE VEHICLE ON THE STAND).
u Unscrew and remove the four screws (4).

⚠ CAUTION

On reassembly, tighten the screws (4) moderately to avoid damage to the plastic material.

⚠ CAUTION

Handle the plastic and painted components with care to avoid scraping or damaging them.

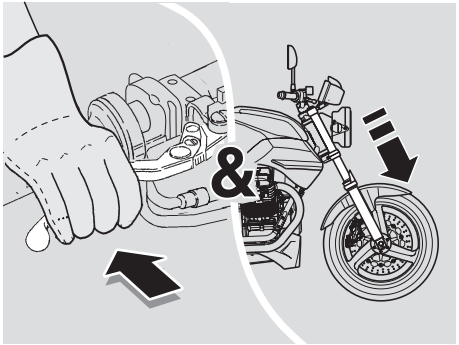
u Completely remove the headlight fairing.

Once assembled:

u Ensure the headlight fairing is securely fastened to the vehicle.

ADJUSTING THE HEADLIGHT FAIRING HEIGHT

It is possible to adjust headlight fairing height by turning the fastening and adjustment screws of its supports.



INSPECTING THE FRONT AND REAR SUSPENSIONS

Carefully read page 48 (MAINTENANCE).

NOTE To change the front fork fluid, contact a **Moto Guzzi** Authorised Dealer, who will ensure you prompt and accurate servicing.

NOTE Halve maintenance intervals if you are riding in rainy or dusty conditions, on rough road surfaces or when the vehicle is used in competitions.

Have the front fork oil changed after the first 7500 km (4687 mi) and then every 22500 km (14000 mi).

Carry out the following checks after the first 1000 km (625 mi) and then every 15000 km (9375 mi):

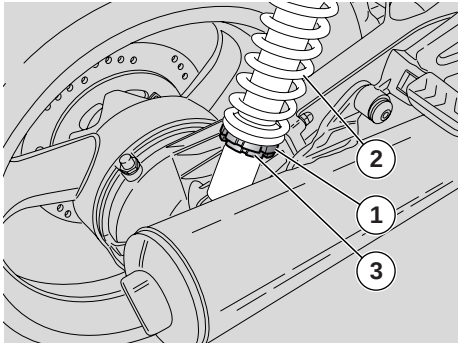
- With pulled front brake lever, press the handlebar repeatedly, thrusting the fork downwards. The fork should compress in a smooth movement and must show no traces of oil on the legs.
- Ensure that all components are properly tightened and check the front and rear suspension articulated joints for correct operation.

⚠ CAUTION

In the event of faulty operation or if you need qualified assistance, contact your Moto Guzzi Authorised Dealer.

FRONT SUSPENSION

- Have the front fork oil seal changed after the first 30000 km (18750 mi) and then every 22500 km (14000 mi) by a **Moto Guzzi** Authorised Dealer.



REAR SUSPENSION

For setting adjustments, the shock absorber has an adjusting ring nut (1) for spring (2) preload adjustment, and a locking ring nut (3).

NOTE It is possible to adjust the vehicle rear end height, to customise riding height according to use conditions.

ADJUSTING THE REAR SHOCK ABSORBER

NOTE Halve maintenance intervals if you are riding in rainy or dusty conditions, on rough road surfaces or when the vehicle is used in competitions.

Check the rear shock absorber every 15000 km (9375 mi) and adjust as required.

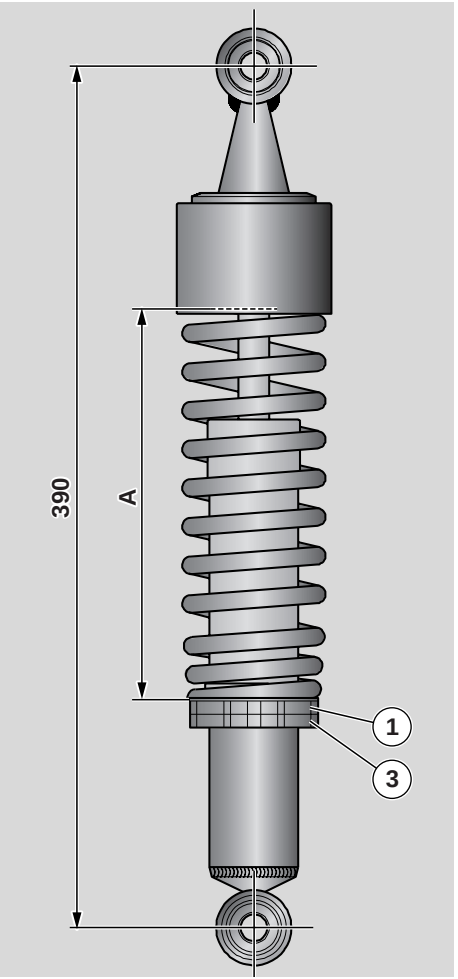
⚠ CAUTION

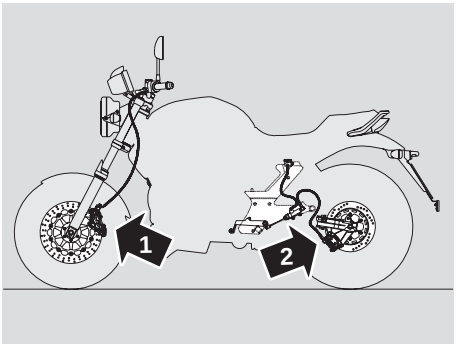
Do not force the adjuster (1) in either direction in order to avoid damage.

- u Unscrew the locking ring nut (3) by means of the appropriate spanner.
- u Using the special pin spanner included in the tool kit, turn the adjusting ring nut (1) to adjust spring (A) preload (see table).
- u Screw in to increase spring preload; undo to decrease it.
- u When finished, tighten the ring nut (3).

⚠ CAUTION

To ensure vehicle stability, the same setting must be used on both rear shock absorbers. If necessary, contact your Moto Guzzi Authorised Dealer.





CHECKING THE BRAKE PADS FOR WEAR

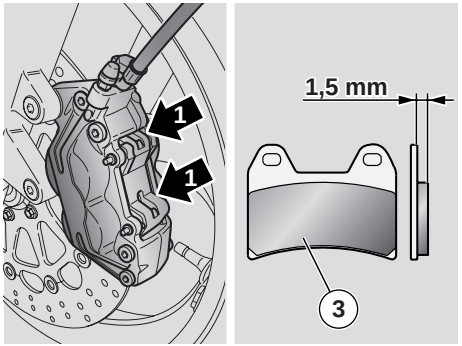
Carefully read page 48 (MAINTENANCE), page 29 (DISC BRAKES) and page 28 (BRAKE FLUID - recommendations).

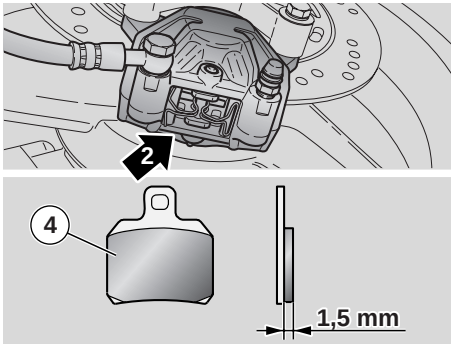
NOTE The following information refer to a single braking system, but are valid for both.

NOTE Halve maintenance intervals if you are riding in rainy or dusty conditions, on rough road surfaces or when the vehicle is used in competitions.

Check the brake pad wear after the first 1000 km (625 mi) and successively every 2000 km (1250 mi) and before every trip.

The wear of the disc brake pads depends on the use, on the kind of ride and on the road.





⚠ WARNING

Check the brake pads for wear, possibly before each ride.

To carry out a rapid checking of the wear of the pads, proceed as follows:

u Place the vehicle on the stand, see page 46 (PUTTING THE VEHICLE ON THE STAND).
u Carry out a visual check between the disc and the pads, proceeding:
– look from above at the rear to check the front brake calliper (1);
– from below at the rear to check the rear brake calliper (2).

⚠ WARNING

If brake pads were allowed to wear down to the metal substrate, metal contact with the brake disc would lead to rattling and the brake calliper sparking; this would result in loss of braking and brake disc damage, leading to a dangerous riding condition.

When the lining material of any one of the brake pads [whether front (3) or rear (4)] is worn down to nearly **1.5 mm**, or when one of the wear indicators is worn away, have all brake pads changed.

⚠ WARNING

Have the pads changed by a Moto Guzzi Authorised Dealer.

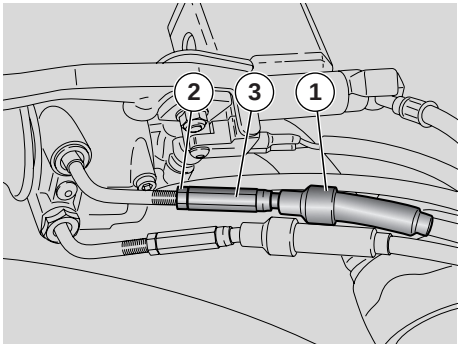
ADJUSTING THE THROTTLE CONTROL

Carefully read page 48 (MAINTENANCE).

NOTE Halve maintenance intervals if you are riding in rainy or dusty conditions, on rough road surfaces or when the vehicle is used in competitions.

Have the accelerator control cables checked by a **Moto Guzzi** Authorised Dealer after the first 1000 km (625 mi) and then every 7500 km (4687 mi).

The idle stroke of the throttle grip must be **2–3 mm**, measured on the edge of the grip itself.

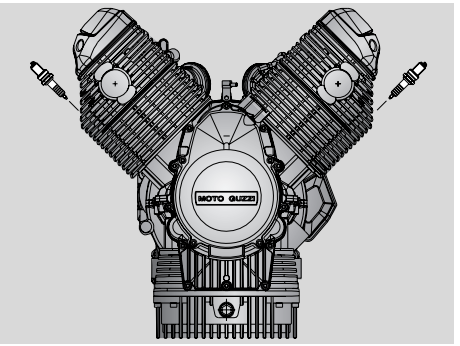


If not so:

- Place the vehicle on the stand, see page 46 (PUTTING THE VEHICLE ON THE STAND).
- Withdraw the protection element (1).
- Loosen the lock nut (2).
- Rotate the adjuster (3) in such a way as to restore the prescribed value.
- After the adjustment, tighten the lock nut (2) and check the idle stroke again.
- Put back the protection element (1).

⚠ CAUTION

After the adjustment, make sure that the rotation of the handlebar does not modify the engine idling rpm and that the throttle grip returns smoothly and automatically to its original position after being released.



SPARK PLUGS

Carefully read page 48 (MAINTENANCE).

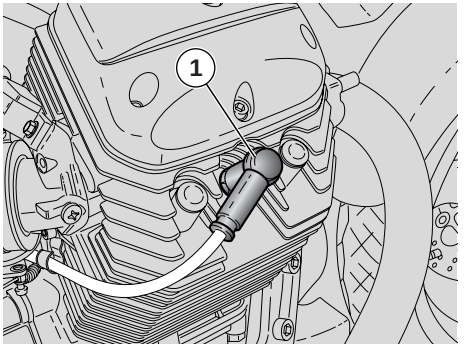
NOTE Halve maintenance intervals if you are riding in rainy or dusty conditions, on rough road surfaces or when the vehicle is used in competitions.

⚠ CAUTION

Check, clean or change the spark plugs, one by one.

Change the spark plugs every 10000 km (6214 mi).

Periodically remove the spark plugs and clean them carefully, removing any carbon deposits; change them if necessary.



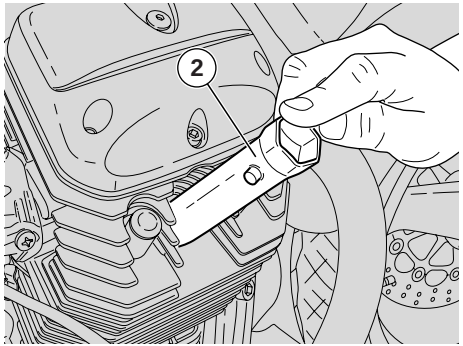
⚠ CAUTION

Always change the spark plugs as a set, even if only one needs replacing.

⚠ WARNING

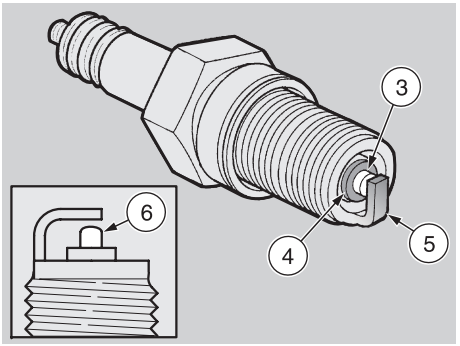
Before carrying out the following operations, let the engine and the silencer cool down until they reach room temperature, in order to avoid burns.

The following procedures apply to both cylinders.



Removal:

- u Remove the spark plug cap (1).
- u Remove any trace of dirt from the spark plug base.
- u Introduce the special spanner provided in the tool kit on the spark plug.
- u Insert the spanner (2) with its handle - included in the tool kit - into the hexagonal flat of the spark plug socket.
- u Unscrew the spark plug and extract it from its seat, taking care to prevent dust or other substances from getting inside the cylinder.



Inspection and cleaning:

⚠ CAUTION

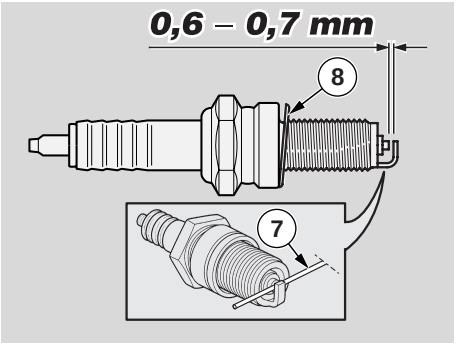
This vehicle is fitted with spark plugs with platinum electrodes.
Do not clean the spark plugs with a wire brush and/or abrasive products, use compressed air only.

Key:

– centre electrode (3);
– insulating (4);
– side electrode (5).

- u Make sure that there are neither carbon deposits, nor corrosion marks on the electrodes and on the insulating material; if necessary, blow with compressed air to clean them.

If the spark plug has crackings on the insulating material, corroded electrodes, excessive deposits or the tip (6) of the central electrode (3) is rounded, it must be changed.



⚠ CAUTION

When changing the spark plug, check the thread pitch and length.

If the threaded part is too short, the carbon deposits will accumulate on the thread seat, and therefore the engine may be damaged during the installation of the right spark plug.

Use recommended spark plugs only, see page 82 (TECHNICAL DATA). A spark plug of the wrong rating may shorten engine life and cause loss of performance.

Electrode gap should be checked using a wire gauge (7) to avoid damaging the platinum coating.

- u Check electrode gap with a wire gauge (7).

⚠ CAUTION

Never attempt to adjust electrode gap.

Electrode gap should be **0.6 - 0.7** mm. If not so, change the spark plug.

u Make sure that the washer (8) is in good condition.

For the installation:

u Position the washer (8) and screw in the spark plug by hand in order not to damage the thread.
u Tighten the spark plug by means of the spanner you will find in the tool kit, giving it half a turn to compress the washer.

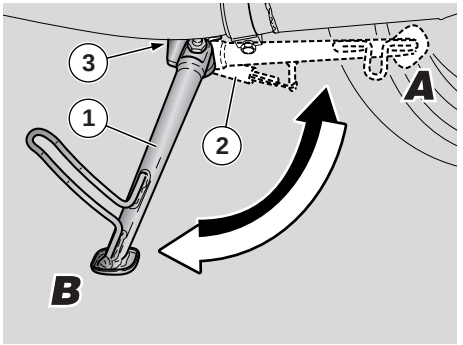
Spark plug tightening torque: 20 Nm (2 kgm).

⚠ CAUTION

The spark plug must be well tightened, otherwise the engine may overheat and be seriously damaged.

u Position the spark plug (2) cap (1) properly to prevent it coming off due to engine vibration.

NOTE Repeat the above procedure for the spark plug of the other cylinder.



CHECKING THE SIDE STAND

Carefully read page 48 (MAINTENANCE) and page 70 (CHECKING THE SWITCHES)

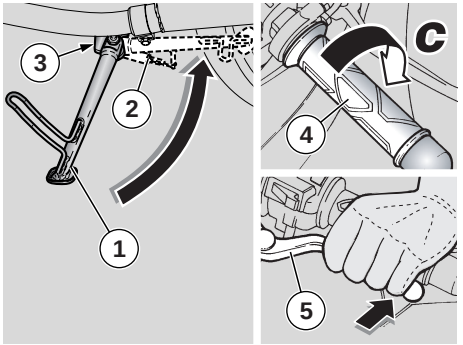
The side stand (1) has two positions:

– standard or folded up (at rest) (**Pos.A**);
– down (supporting the bike) (**Pos.B**).

Operation of the stand is the rider's responsibility.

It is important that no components interfere with side stand (1) rotation.

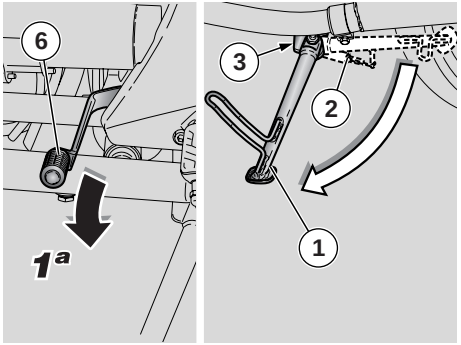
The springs (2) keep the stand in the desired position (extended or retracted).



Check for the following:

u The springs (2) must not be damaged, worn, rusty or weakened.
u Make sure that the stand has no play in either position (extended and retracted).
u Lower the stand to make sure the springs let it extend completely.
u Pull the stand midway up and let go to make sure the springs let it retract completely.
u The side stand must rotate freely, if necessary grease the joint, see page 85 (LUBRICANT CHART).

The side stand (1) is equipped with a safety switch (3) that inhibits ignition or stops the engine whenever a gear is engaged while the side stand (1) is down.



To determine proper operation of the safety switch (3), proceed as follows:

- u Sit astride the vehicle.
- u Fold up the side stand (1).
- u Start the engine, see page 39 (STARTING).
- u Release the throttle twistgrip (4) (**Pos.C**), let engine idle and then pull in the clutch lever (5).
- u Push down the gear change lever (6) to engage the first gear.
- u Lower the side stand (1) to operate the safety switch (3).

The following occurs:

– the engine must stop;

If the engine does not stop, contact a Moto Guzzi Authorised Dealer

BATTERY

Carefully read page 48 (MAINTENANCE).

Check battery fluid level and terminal tightening after the first 1000 km (625 miles) and every 6000 km (3750 miles) afterwards.

⚠ WARNING

Risk of fire.

Keep fuel and other flammable substances away from electric components.

Battery fluid is toxic and corrosive; it contains sulphuric acid and contact with skin will cause severe burns. Wear protective clothing and a face or eye protection before servicing the battery. In case of contact with skin, rinse with plenty of fresh water.

In case of contact with eyes, rinse with plenty of water for fifteen minutes and contact an eye specialist without delay.

If battery fluid is accidentally swallowed, drink abundant water or milk, then continue with magnesia milk or vegetable oil and seek medical advice immediately.

The battery gives off explosive gases; keep it away from flames, sparks, cigarettes and any other source of heat.

Provide proper ventilation while the battery is under charging or in use and do not inhale the gases produced by the battery during the charging process.

KEEP AWAY FROM CHILDREN.

Avoid leaning the vehicle at steep angles or you might spill battery fluid.

⚠ WARNING

Never invert the connection of the battery cables.

Ensure that the ignition switch is in position "⊠" before connecting or disconnecting the battery, otherwise some components might damage. Connect the positive cable (+) first and then the negative cable (-). Disconnect following the reverse order.

Battery fluid is corrosive.

Do not spill it, especially on plastic parts.

If you have installed a "MAINTENANCE-FREE" battery, use a specific battery charger to recharge it (this will be the constant voltage/amperage or constant voltage type).

Using a conventional battery charger might damage your maintenance-free battery.

LONG INACTIVITY OF THE BATTERY

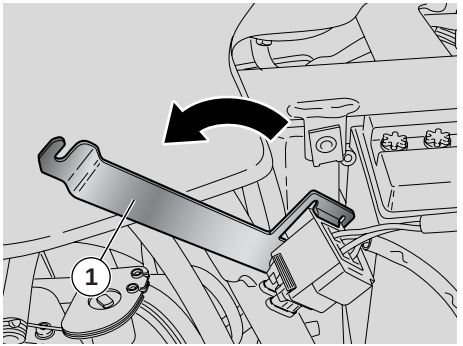
If the vehicle remains unused for more than fifteen days, it is necessary to recharge the battery, in order to prevent sulphation, see page 68 (CHARGING THE BATTERY).

u Remove the battery, see page 67 (REMOVING THE BATTERY) and store it in a cool, dry place.

To avoid degradation in the wintertime or while the vehicle is stored away, check battery charge at regular intervals (monthly).

u Recharge the battery fully at a normal charge rate, see page 68 (CHARGING THE BATTERY).

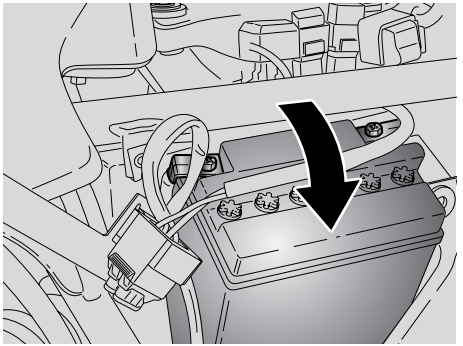
If the battery remains on the vehicle, disconnect the cables from the terminals.



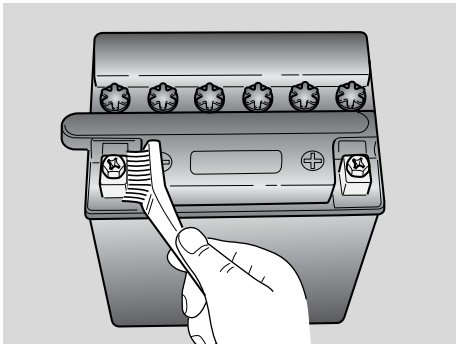
CHECKING AND CLEANING THE TERMINALS

Carefully read page 65 (BATTERY).

u Make sure that the ignition switch is in position "⚿".
u Remove the rider seat, see page 21 (UNLOCKING/LOCKING THE SEAT).
u Remove the left side body panel, see page 57 (REMOVING THE SIDE BODY PANELS).
u Lift the battery retaining bracket (1) taking care not to scratch the tank (if necessary protect the tank with soft cloth).

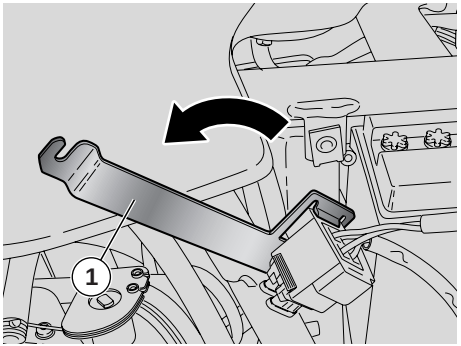


u Partially remove the battery from its seat.
u Make sure that the cable terminals and the battery terminals are:
– in good conditions (and not corroded or covered with deposits);
– covered with neutral grease or Vaseline.



If necessary:

- Remove the battery, see page 67 (REMOVING THE BATTERY).
- Clean off cable and battery terminals with a wire brush to remove all traces of corrosion.
- Install the battery, see page 69 (INSTALLING THE BATTERY).



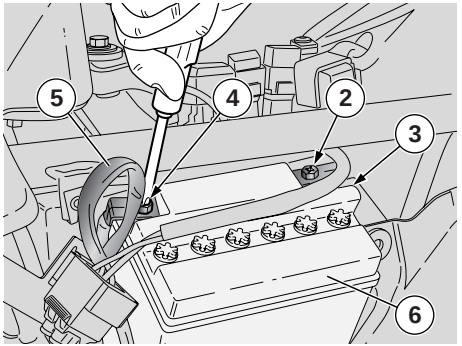
REMOVING THE BATTERY

⚠ CAUTION

When the battery is removed, the digital clock is automatically reset. For setting instructions, see page 16 (MULTIFUNCTION DIGITAL DISPLAY).

Carefully read page 65 (BATTERY).

- Make sure that the ignition switch is in position "⊠".
- Remove the rider seat, see page 21 (UNLOCKING/LOCKING THE SEAT).
- Remove the left side body panel, see page 57 (REMOVING THE SIDE BODY PANELS).
- Lift the battery retaining bracket (1) taking care not to scratch the tank (if necessary protect the tank with soft cloth).

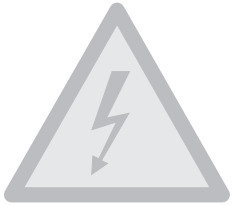


- Release and remove the negative (**-**) terminal screw (2).
- Move aside the negative cable (3).
- Release and remove the positive (**+**) terminal screw (4).
- Move aside the positive cable (5).
- Disconnect the battery breather hose.
- Grasp the battery (6) firmly and lift it out of its compartment.

⚠ WARNING

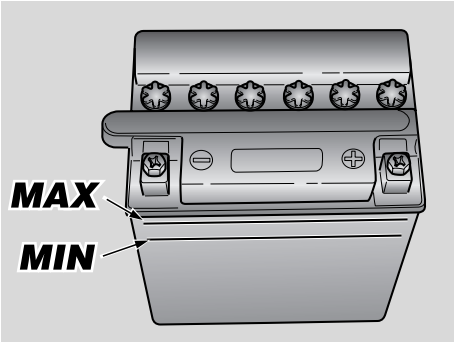
Once it has been removed, the battery must be stored in a safe place and kept away from children.

- Place the battery on a flat surface, in a cool and dry place.



- u Lower the fastening bracket (1).
- u Refit the left side body panel, see page 57 (REMOVING THE SIDE BODY PANELS).
- u Refit the rider seat, see page 21 (UNLOCKING/LOCKING THE SEAT).

NOTE For the installation of the battery, see page 69 (INSTALLING THE BATTERY).



CHECKING BATTERY FLUID LEVEL

To check the battery fluid level:

- u Make sure that battery fluid level is between the "**MIN**" and "**MAX**" marks on the battery.

If not so:

- u Remove the battery caps.

⚠ CAUTION

Top up with distilled water only. Do not exceed the "MAX" mark, because battery fluid expands when the battery is under charging.

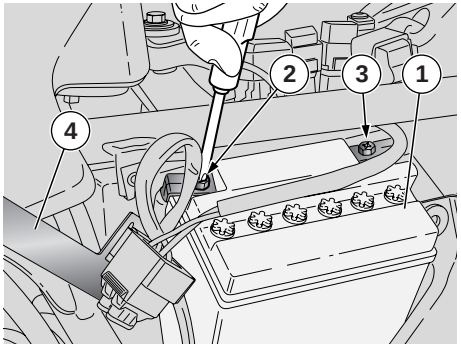
- u Add distilled water until achieving correct level.

CHARGING THE BATTERY

- u Remove the battery, see page 67 (REMOVING THE BATTERY).
- u Remove the battery caps.
- u Check battery fluid level, see at the side (CHECKING BATTERY FLUID LEVEL).
- u Connect the battery to a battery charger.
- u A recharge with an amperage equal to 1/10th of the battery capacity is recommended.
- u After charging the battery, check battery fluid level again and top up with distilled water if needed.
- u Refit the caps.

⚠ WARNING

When you disconnect the battery charger, allow 5-10 minutes before refitting the battery, as it will keep producing gas for a few minutes.

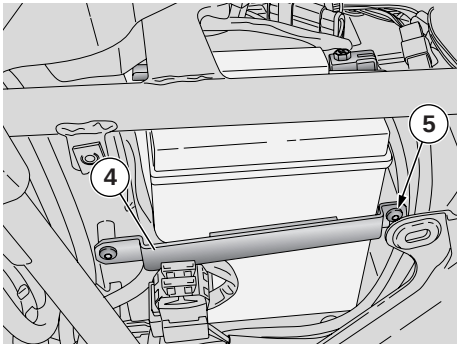


INSTALLING THE BATTERY

Carefully read page 65 (BATTERY).

- Make sure that the ignition switch is in position "⚿".
- Remove the rider seat, see page 21 (UNLOCKING/LOCKING THE SEAT).
- Remove the left side body panel, see page 57 (REMOVING THE SIDE BODY PANELS).
- Lift the battery retaining bracket (4) taking care not to scratch the tank (if necessary protect the tank with soft cloth).

NOTE The battery (1) must be positioned in its compartment with the terminals directed towards the rear part of the vehicle.



- Partially install the battery (1) into its seat.
- Connect the battery breather hose.

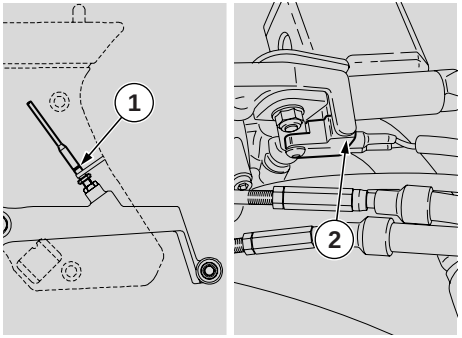
⚠ WARNING

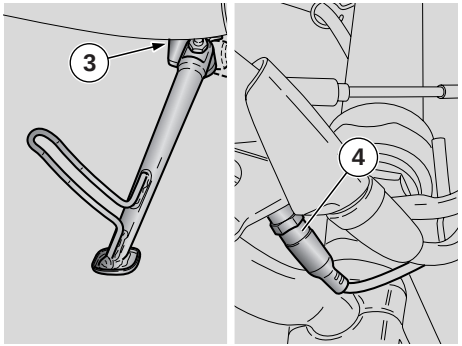
Upon reassembly, connect first the positive cable (+) and then the negative cable (–).

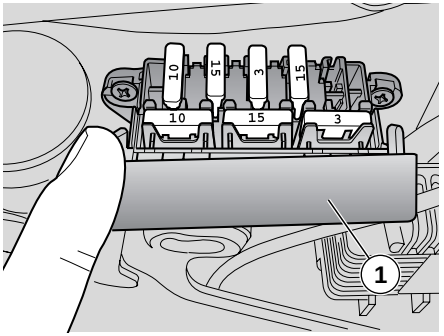
- Connect the positive terminal (**+**) by means of the screw (2).
- Connect the negative terminal (**–**) by means of the screw (3).
- Coat the terminals of cables and battery with neutral grease or Vaseline.
- Install the battery in the correct position, fully into its seat.
- Refit the rider seat, see page 21 (UNLOCKING/LOCKING THE SEAT).
- Move battery bracket (4) down, and engage it onto reference pin (5).
- Refit the left side body panel, see page 57 (REMOVING THE SIDE BODY PANELS).

⚠ CAUTION

When the battery is removed, the digital clock is automatically reset. For setting instructions, see page 16 (MULTIFUNCTION DIGITAL DISPLAY).







CHECKING THE SWITCHES

Carefully read page 48 (MAINTENANCE).

The vehicle is provided with four switches:

1) Stoplight switch on the rear brake control lever;
2) Stoplight switch on the front brake control lever;
3) Safety switch on the side stand;
4) Switch on the clutch control lever.

- Make sure that there are no dirt or mud deposits on the switch; the pin must be able to move without interference, returning automatically to its initial position.
- Make sure that the cables are connected correctly.

CHANGING THE FUSES

Carefully read page 48 (MAINTENANCE).

⚠ CAUTION

Do not repair faulty fuses.

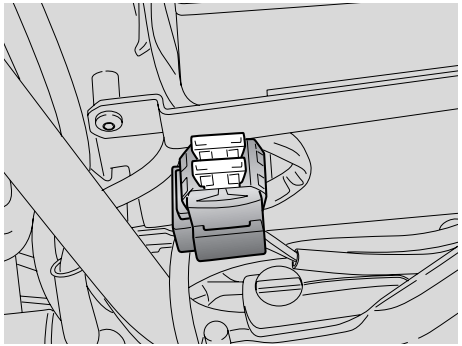
Never use fuses different from the recommended ones.

The use of unsuitable fuses may cause damages to the electric system or, in case of short circuit, even a fire.

NOTE If a fuse blows frequently, there probably is a short circuit or an overload in the electric system.

In this case it is advisable to contact a **Moto Guzzi** Authorised Dealer.

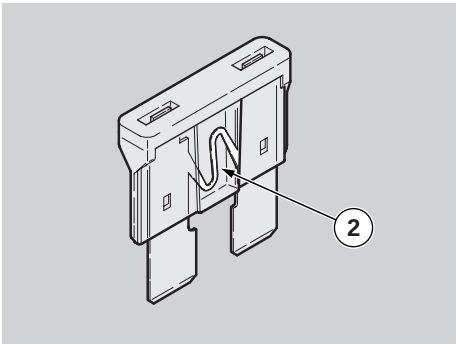
If an electric component does not work or works irregularly, or if the vehicle fails to start, it is necessary to check the fuses.



Check the auxiliary fuses first and then the main fuses.

For the check, proceed as follows:

- u Set the ignition switch to " ⊠ " to avoid an accidental short circuit.
- u Remove the rider seat, see page 21 (UNLOCKING/LOCKING THE SEAT).
- u Remove the side body panels, see page 57 (REMOVING THE SIDE BODY PANELS).
- u Open the cover of the auxiliary fuse box (1).
- u Extract and check the fuses one by one - a divided link bar (2) means that the fuse is blown.
- u Before replacing a fuse, try to find out the cause of the trouble, if possible.
- u Replace the damaged fuse with a new one having the same amperage.

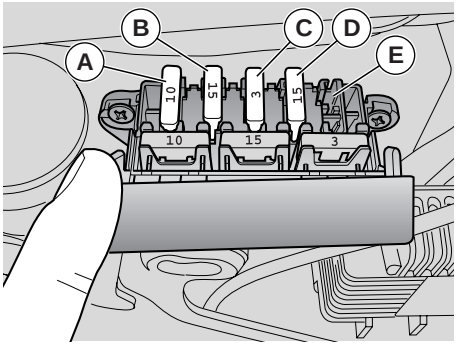


NOTE If you use one of the spare fuses, put a new fuse in the proper seat.

- u Repeat the above operations for the main fuses.

NOTE Removing the 30A fuses resets the digital clock.

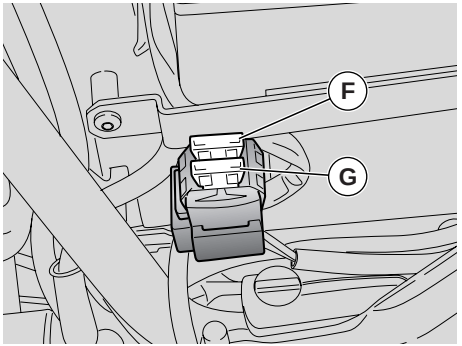
For setting instructions, see page 16 (MULTIFUNCTION DIGITAL DISPLAY).



ARRANGEMENT OF AUXILIARY FUSES

a) From key to safety lockout system/starting (10 A).
b) From key to lights, stop light, horn, and turn indicators (15 A).
c) From battery to fuel injection permanent power supply (3A).
d) From battery to fuel injection (15A).
e) Spare

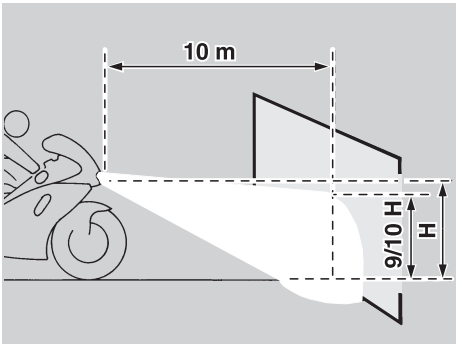
NOTE There are three spare fuses (3, 10, 15 A).



ARRANGEMENT OF MAIN FUSES

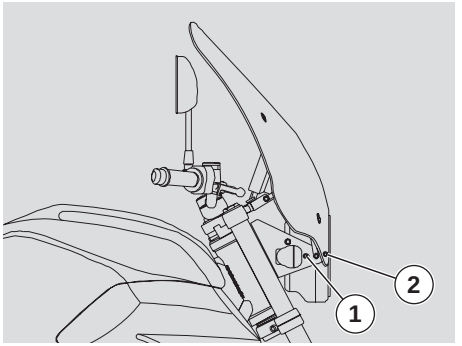
f) From battery to voltage regulator (30A).
g) From battery to key and C and D fuses (30A).

NOTE There is one spare fuse.



BEAM SETTING

NOTE Beam inspection procedures may vary from country to country. Observe the law in force in the country of the user.



BEAM VERTICAL ADJUSTMENT

u Place the vehicle upright.
u Slightly loosen screws (1) fixing the headlight fairing and manually adjust headlight beam to the desired position.
u Once finished, tighten screws (1).

⚠ CAUTION

On reassembly, tighten the screws (1) moderately to avoid damage to the plastic material.

After the adjustment:

⚠ WARNING

Make sure that the vertical adjustment of the headlight beam is correct.

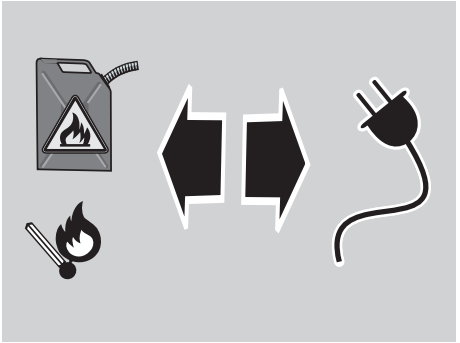
BEAM HORIZONTAL ADJUSTMENT

- Place the vehicle on the stand, see page 46 (PUTTING THE VEHICLE ON THE STAND).
- Turn the screw (2) using a screwdriver until obtaining the desired beam setting.

After the adjustment:

⚠ WARNING

Make sure that the vertical adjustment of the headlight beam is correct.



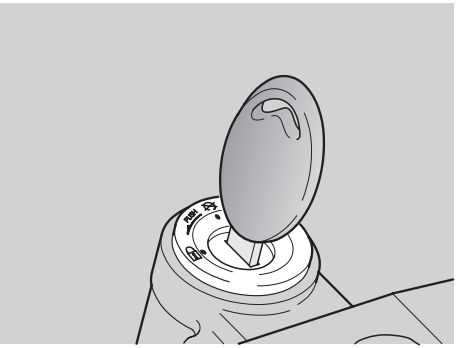
BULBS

Carefully read page 48 (MAINTENANCE).

⚠ WARNING

Risk of fire.

Keep fuel and other flammable substances away from the electrical components.



⚠ CAUTION

Before changing a bulb, move the ignition switch to position "⛒" and wait a few minutes, so that the bulb cools down.

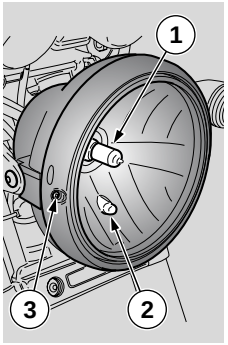
Change the bulb wearing clean gloves or using a clean and dry cloth.

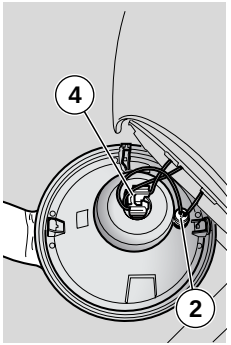
Do not leave fingerprints on the bulb, since these may cause its overheating and consequent breakage.

If you touch the bulb with bare hands, remove any fingerprint with alcohol, in order to avoid any damage.

DO NOT FORCE THE ELECTRIC CABLES.

NOTE Before changing a bulb, check the fuses, see page 70 (CHANGING THE FUSES).





CHANGING THE HEADLIGHT BULBS

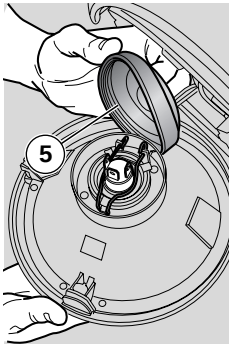
Carefully read page 73 (BULBS).

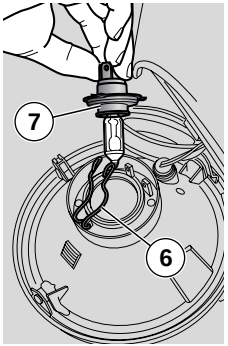
The headlight contains:

– one low/high beam bulb (1) (upper);
– one parking light bulb (2) (lower).

To change, proceed as follows:

u Place the vehicle on the stand, see page 46 (PUTTING THE VEHICLE ON THE STAND).
u To remove the complete reflector from headlight body, loosen the screw (3).



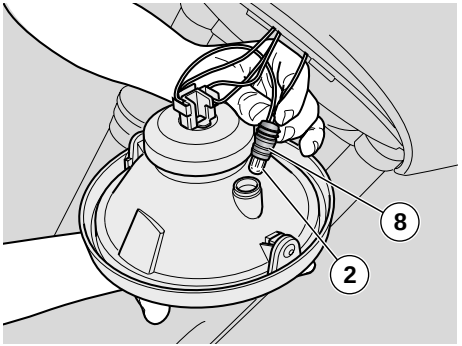


LOW/HIGH BEAM BULB

– Do not pull on the wires to extract the bulb connector.
u Grasp the bulb connector (4) and pull to disconnect it from the bulb.
u Slip off the protection element (5) with your fingers.
u Unhook the two ends of the retaining spring (6) positioned on the bulb holder (7).
u Extract the bulb from its seat.

NOTE Insert the bulb in the bulb holder, making the relevant positioning seats coincide.

u Fit a new bulb of equal rating.



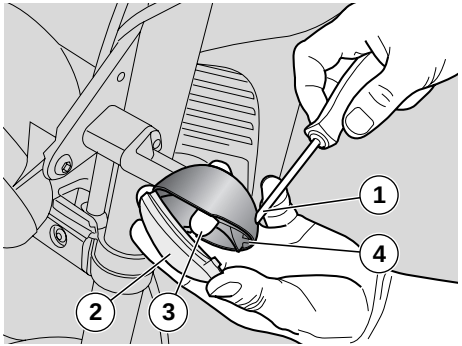
PARKING LIGHT BULB

⚠ CAUTION

To extract the bulb holder, do not pull the electric wires.

u Grasp the parking light (8) bulb holder and pull to extract.
u Withdraw the bulb (2) and replace it with one of the same type.

NOTE Make sure the bulb is correctly located in the bulb holder.



CHANGING THE FRONT AND REAR TURN INDICATOR BULBS

Carefully read page 73 (BULBS).

- u Place the vehicle on the stand, see page 46 (PUTTING THE VEHICLE ON THE STAND).
- u Unscrew and remove the screw (1).

⚠ CAUTION

While removing the lens, proceed carefully in order not to break the locating peg.

- u Remove the lens (2).

⚠ CAUTION

Make sure that the lens locates correctly into its seat on refitting. Tighten the screw (1) moderately and carefully, to avoid damaging the lens.

- u Press the bulb (3) slightly and rotate it anticlockwise.
- u Extract the bulb (3) from its seat.

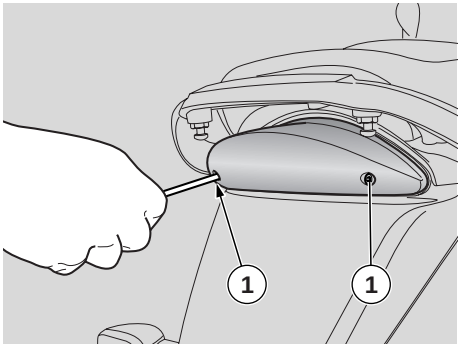
⚠ CAUTION

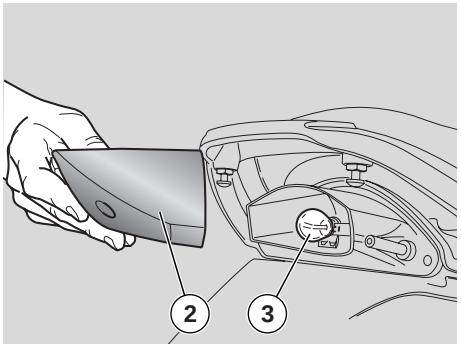
Insert the bulb into the bulb holder, so that the two pins slide into the slots in the holder.

- u Fit a new bulb of equal rating.

⚠ CAUTION

If the bulb holder (4) comes off, refit it into its seat so that the chamfered opening of the holder matches the hole for the screw.





CHANGING THE TAIL LIGHT BULB

Carefully read page 73 (BULBS).

Before changing a bulb, check the STOP light switches for proper operation, see page 70 (CHECKING THE SWITCHES).

- Place the vehicle on the stand, see page 46 (PUTTING THE VEHICLE ON THE STAND).
- Unscrew and remove the two screws (1).
- Remove the lens (2).
- Press the bulb (3) slightly and rotate it anticlockwise.
- Extract the bulb (3) from its seat.

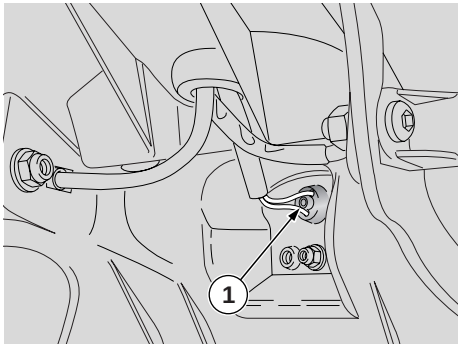
⚠ CAUTION

Insert the bulb in the bulb socket, making the two bulb pins coincide with the relevant guides on the socket.

Fit a new bulb of equal rating.

NOTE Make sure that the lens locates correctly into its seat on refitting.

Tighten the screws (2) moderately and carefully, to avoid damaging the lens.



REPLACING THE NUMBER PLATE BULB

Carefully read page 73 (BULBS).

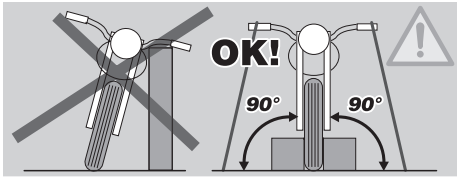
u Place the vehicle on the stand, see page 46 (PUTTING THE VEHICLE ON THE STAND).

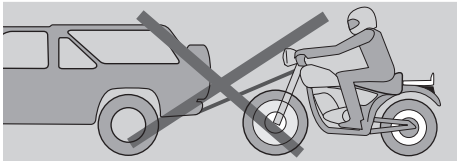
⚠ CAUTION

To extract the bulb holder, do not pull the electric wires.

u Grasp the parking light (1) bulb holder and pull to extract.
u Remove the bulb and fit a new bulb of equal rating.

NOTE Make sure the bulb is correctly located in the bulb holder.





⚠ WARNING

Before transporting the vehicle, it is necessary to empty the fuel tank completely, see page 78 (DRAINING THE FUEL TANK), making sure that it is completely dry.

During transport, the vehicle must be firmly secured in an upright position to avoid fuel, oil and coolant leaks.

In case of failure, do not tow the vehicle, but ask for assistance.

DRAINING THE FUEL TANK

Carefully read page 27 (FUEL).

⚠ WARNING

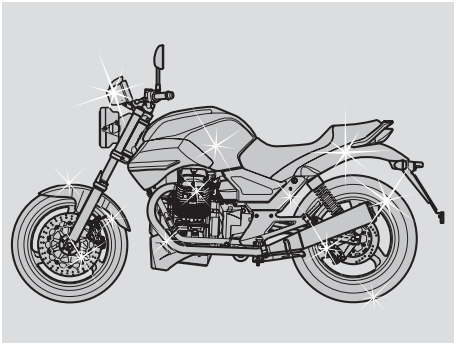
Risk of fire.
Allow some time for the engine and muffler to cool down completely.
Fuel vapours are harmful to human health.
Ensure the area is well ventilated before proceeding.
Do not inhale fuel vapours.
Do not smoke or use open flames.

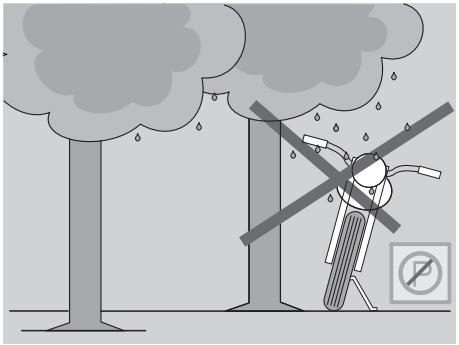
DO NOT DISPOSE OF FUEL IN THE ENVIRONMENT.

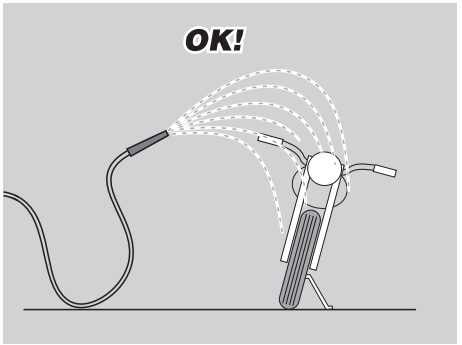
- Place the vehicle on the centre stand on firm and level ground.
- Stop the engine and wait until it has cooled down.
- Prepare a container large enough to hold the fuel in the tank and place it on the floor on the left side of the vehicle.
- Remove the fuel filler plug.
- Drain fuel using a manual pump or similar system. Do not damage the fuel pump assembly (fuel level sensor accommodated inside the tank).

⚠ WARNING

Refit the filler plug after draining all fuel.







Clean the vehicle frequently if it is used in particular areas or conditions, such as:

- Polluted areas (town and industrial areas).
- Areas characterised by a high percentage of salinity and humidity (sea areas, hot and humid climates).
- Particular conditions (use of salt and anti-ice chemical products on the roads during the winter).
- Avoid leaving deposits of industrial and polluting powders, tar spots, dead insects, bird droppings, etc. on the body.
- Avoid parking the vehicle under trees. Resins, fruits or leaves falling from the trees may contain aggressive chemical substances that may damage the paintwork.

⚠ WARNING

After the vehicle has been washed, braking efficiency could be temporarily impaired because the friction surfaces of the braking systems may still be wet. Calculate long braking distances to avoid accidents. Operate the brakes repeatedly to restore normal operation. Perform the recommended pre-ride checks, see page 38 (PRE-RIDE CHECKS CHART).

To remove dirt and mud from painted surfaces, use a low-pressure water jet on dirty areas, remove mud and dirt with a soft car body sponge soaked with abundant water and shampoo (2 - 4% parts of shampoo).

Then rinse with plenty of water and dry with chamois leather.

To clean the outer parts of the engine use a degreaser, brushes and wipers.

⚠ CAUTION

Before washing the vehicle

1) **Empty the front and under-seat compartments;**
2) **Make sure the compartments are properly closed.**

⚠ CAUTION

Use only mild detergent to wash the vehicle, rinse with water, but do not use a water cleaner (see page 79 (CLEANING)).

⚠ CAUTION

To clean the lights, use a sponge soaked with water and a mild detergent, rubbing the surfaces delicately and rinsing frequently with plenty of water.

⚠ CAUTION

Polish with silicone wax only after carefully washing the vehicle.

Do not use polishing pastes on matt paints.

Do not wash the vehicle under the sun, especially during the summer, when the body is still warm, since if the shampoo dries before being rinsed away, it can damage the paint.

Do not use fluids at a temperature higher than 40°C to clean the plastic components of the vehicle.

⚠ CAUTION

Do not aim high-pressure water/air jets or steam jets at the following parts: wheel hubs, controls on the right and left side of the handlebar, bearings, brake master cylinders, instruments and indicators, silencer exhaust, glove/tool kit compartment, ignition switch/steering lock.

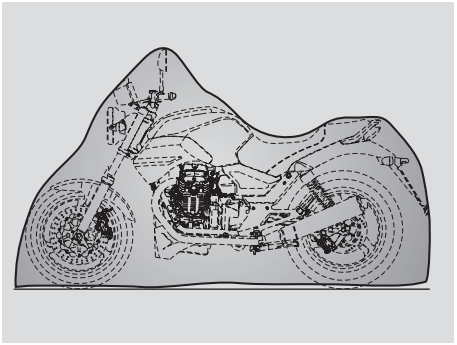
Do not use alcohol, fuel or solvents to clean the rubber and plastic parts: use only water and mild soap.

Do not use solvents or oil-derivated fluids (such as acetone, trichloroethylene, turpentine, fuel, thinners) to clean the seat. You can use detergents with surface-active agents up to 5% (mild soap, degreasing agents) or alcohol.

Carefully dry the seat when clean.

⚠ WARNING

Do not apply protection waxes onto the seat, in order not to make it too slippery.



LONG PERIODS OF INACTIVITY

⚠ CAUTION

If the vehicle will not be ridden for more than twenty days, disconnect the 30A fuses to avoid deterioration of the battery.

NOTE Removing the 30A fuses resets the digital clock. For setting instructions, see page 16 (MULTIFUNCTION DIGITAL DISPLAY).

After a long period of inactivity of the vehicle some precautions are necessary to avoid any problem.

Further, it is important to carry out the necessary repairs and a general check up before the period of inactivity, since you could forget to carry them out later.

Proceed as follows:

- Remove the battery, see page 66 (LONG INACTIVITY OF THE BATTERY) and page 67 (REMOVING THE BATTERY).
- Wash and dry the vehicle, see page 79 (CLEANING).
- Polish the painted surfaces with wax.
- Inflate the tyres, see page 32 (TYRES).
- Place the vehicle in an unheated, not-humid room, away from sunlight, with minimum temperature variations.
- Wrap and tie a plastic bag around the exhaust pipe openings to keep moisture out.

NOTE Place the vehicle on stable supports to keep both wheels off the ground.

- Cover the vehicle avoiding the use of plastic or waterproof materials.

AFTER STORAGE

NOTE Remove the plastic bags from the exhaust silencers.

- Remove the cover and clean the vehicle, see page 79 (CLEANING).
- Check battery charge, see page 68 (CHARGING THE BATTERY) and install it, see page 69 (INSTALLING THE BATTERY).
- Fill the fuel tank, see page 27 (FUEL).
- Perform the recommended pre-ride checks, see page 38 (PRE-RIDE CHECKS CHART).

⚠ WARNING

Have a test ride at moderate speed in a low-traffic area.

TECHNICAL DATA

DIMENSIONS	Max. length	2190 mm
	Max. width	730 mm
	Max. height	1190 mm
	Seat height	790 mm
	Distance between centres	1449 mm
	Min. ground clearance	176 mm
	Dry weight	182 kg
ENGINE	Model	Breva V 750 IE
	Type	90° longitudinal V-type, twin-cylinder, 4-stroke
	Number of cylinders	2
	Displacement	744 cc
	Bore/stroke	80x74 mm
	Compression ratio	9.6: 1
	Starting	electric
	Engine idling rpm	1100 ± 100 rpm
	Clutch	single disc, dry, with cush drive damper
	Lubrication system	pressure-fed system, adjustment through valves and lobe pump
	Air filter	cartridge, dry
	Cooling	air
GEARBOX	Type	mechanical, 5 gears with foot control on the left side of the engine
CAPACITIES	Fuel (reserve included)	18 ℓ
	Fuel reserve	5 ℓ
	Engine oil	oil and oil filter change 1800 cc
	Fork fluid	400 ± 2.5 cu. cm. (per leg)
	Seats	2
	Vehicle max. load	180 kg (rider + passenger + luggage)

DRIVE RATIOS	Ratio	Primary	Final	Final ratio
	1st	gears	11/26 = 1: 2.3636	cardan 8/33 = 1:4.825
	2nd	16/21 = 1: 1.3125	14/23 = 1: 1.6429	
	3rd		18/23 = 1: 1.2778	
	4th		18/19 = 1: 1.0556	
	5th		22/25 = 1: 0.9	

FUEL FEED SYSTEM	Type	electronic injection (Weber - Marelli)
	Throttle	Ø 36 mm
FUEL SUPPLY	Fuel	Premium-grade unleaded petrol, minimum octane rating 95 (ROM) and 85 (MON).
FRAME	Type	Tube frame with two cradles that can be disassembled, high-strength steel
	Steering head angle	27.5°
	Trail	109 mm
SUSPENSIONS	Front	hydraulic telescopic fork Marzocchi Ø 40 mm
	Stroke	130 mm
	Rear	die-cast light-alloy swinging arm, two shock absorbers with spring preload adjustment
	Wheel stroke	95 mm
BRAKES	Front	stainless steel floating disc - Ø 320 mm, callipers with four separate opposed pistons
	Rear	stainless steel disc - Ø 260 mm
WHEEL RIMS	Type	with 3 spokes in die-cast aluminium alloy
	Front	3" x 17”
	Rear	3.50" x 17”
TYRES	Type	BRIDGESTONE BATLAX or PIRELLI SPORT DAEMON
	Front	Size: 110/70 - ZR 17”
		Inflating pressure: 220 kpa
		Inflation pressure with passenger: + 0,3 atm
	Rear	Size: 130/80 - ZR 17”
		Inflating pressure: 240 kpa
		Inflation pressure with passenger: + 0,3 atm

SPARK PLUGS	Standard	NGK BR8ES
	Spark plug gap	0.6 – 0.7 mm
	Resistance	5 kΩ
ELECTRICAL SYSTEM	Battery	12 V – 14 Amp/h
	Main fuses	30 A
	Auxiliary fuses	3 A – 10 A – 15 A
	Generator (with permanent magnet)	12 V – 330 W
BULBS	Low beam/high beam (halogen)	12 V – 55/60 W H4
	Front parking light	12 V – 5 W
	Direction indicators	12 V – 10 W (RY 10 W orange lamp)
	Rear parking lights/Stoplight	12 V – 5/21 W
	Instrument panel lighting	LED
	EFI	LED
	Number plate light	12 V – 5 W
WARNING LIGHTS	Neutral	LED
	Direction indicators	LED
	Fuel reserve	LED
	High beam	LED
	Engine oil pressure	LED

LUBRICANT CHART

(Recommended) Engine oil (1800 cc): Agip RACING 4T 10 W 60.

As an alternative to recommended oils, top brand oils meeting or exceeding CCMC G-4 A.P.I. SG specifications can be used.

(Recommended) Transmission oil (170 cc): Agip TRUCK GEAR 85 W 140.

(Recommended) Gearbox oil (1000 cc): Agip ROTRA MP/S 80 W 90.

(Recommended) Fork oil: Agip FORK 5W or Agip FORK 20W.

(Recommended) bearings and other lubrication points: Agip GREASE SM2.

As an alternative to recommended grease, use top brand rolling bearing grease that will resist a temperature range of -30°C +140°C, with dripping point 150°C - 230°C, high corrosion protection, good resistance to water and oxidisation.

Battery terminals protectant: Neutral grease or Vaseline.

⚠ WARNING

Use new brake fluid only. Do not mix different brands or types of oil unless you are sure that the different oil bases are compatible.

(Recommended) brake fluid: the system is loaded with Agip BRAKE 5.1 DOT 4 (the braking system is also compatible with DOT 5).

As an alternative to the recommended product, top brand brake fluid meeting or exceeding SAE J1703, NHTSA 116 DOT 4, ISO 4925 specifications for synthetic brake fluid can be used.

THE VALUE OF SERVICE

Thanks to ongoing technical updates and product-specific technical training, only **Moto Guzzi** Authorised Network engineers are familiar with every detail of this vehicle and have the special equipment required for correct maintenance and repair.

A vehicle kept in sleek running order is a reliable vehicle. Other key factors are pre-ride checks, proper maintenance at the recommended intervals and the use of **Moto Guzzi** Genuine Parts only!

To find contact information of the Authorised Dealer and/or Service Centre nearest you, please consult the Yellow Pages or the map provided at our official web site:

www.motoguzzi.it

When you demand **Moto Guzzi** Genuine Parts, you are purchasing products that have been developed and tested as early as the vehicle design stage. **Moto Guzzi** Genuine Parts systematically undergo strict quality control procedures to ensure total reliability and a long service life.

ASK FOR GENUINE SPARE PARTS ONLY

Moto Guzzi S.p.A. wishes to thank you for purchasing this vehicle and recommends the following:

– Do not release oil, fuel, polluting substances and components into the environment.

– Do not keep the engine running when not necessary.

– Avoid disturbing noise.

– Respect the environment.